BY ORDER OF THE
SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 24-238

6 FEBRUARY 2004

Transportation

IN-TRANSIT VISIBILITY

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at: **http://www.e-publishing.af.mil.**

OPR: USAF/ILGD (Lt Col Steven Pearson)

Certified by: HQ USAF/ILGD (Col Christopher O'Hara)
Pages: 45
Distribution: F

This instruction implements Air Force Policy Directive (AFPD) 24-1, *Personnel Movement* and AFPD 24-2, *Preparation, Movement of Air Force Materiel* and AFPD 10-4, *Operations Planning*. These AFPDs assign responsibilities and provide guidance and procedures on the planning, documentation, funding, and other actions associated with the movement of Air Force personnel on Air Force sponsored official business and Air Force cargo in support of peacetime, exercise, humanitarian, and contingency operations. They also provide basic requirements for Air Force deployment planning and execution at all levels of command to support contingency operations. In addition, they describe the specific requirements for pre-execution, command and control, cargo and personnel preparation, and reception in support of Air Force deployment and redeployment operations. This guidance directly supports the installation commander to effectively and efficiently deploy forces in support of operational plans, aerospace expeditionary forces (AEF), military operations other than war, exercises, and training events. Major commands (MAJCOM), field operating agencies (FOA), and Direct Reporting Units (DRU) may supplement this Air Force instruction (AFI) with HQ USAF/ILGD approval. This instruction requires collecting and maintaining information protected by the Privacy Act of 1974 authorized by 5 USC Chapter 57, *Travel, Transportation, and Subsistence*; 10 USC 135, *Under Secretary of Defense Comptroller*; 10 USC 136 *Under Secretary of Defense for Personnel and Readiness*; and 10 USC, 8013 *Secretary of the Air Force. Ensure that all records created by this AFI are maintained according to AFMAN 37-123 Management of Records and disposed of according to AFMAN 37-139, Records Disposition Schedule*. Privacy Act System of Records Notice F024 AF AMC A, Global Air Transportation Execution System (GATES) applies. This instruction applies to Air Force total force units unless otherwise indicated for the Air Force Reserve Command (AFRC) and the Air National Guard (ANG). **Attachment 1**, **Attachment 2**, and **Attachment 3** list references, acronyms, terms, and other supporting information used in this instruction. If a conflict exists between information in this instruction and DoD 4500.9-R, Defense Transportation Regulation (DTR), the DTR will take precedence. The Paperwork Reduction Act of 1974 as amended in 1996 affects this instruction.

This AFI is current and applicable as of the release date, but will require periodic update due to the continuing advances in in-transit visibility (ITV) data capture/transfer, new system fielding (TC-AIMS II, etc.) and the ever-increasing scope of ITV data. This "evolving" document will continue to be modified through interim changes, as applicable. Through the coordination process, every effort was made to incorporate all pertinent and reasonable inputs.

Chapter 1

RESPONSIBILITIES

1.1. The Deputy Chief of Staff, Installations and Logistics (HQ USAF/IL).

1.1.1. Establishes Air Force In-Transit Visibility (ITV) policy guidance to the HQ AF/ILG (as the ITV OPR), Air Staff, and Major Commands (MAJCOMs) to achieve ITV of worldwide deployment of identified forces.

1.2. The Directorate of Logistics Readiness (HQ USAF/ILG).

1.2.1. Appointed the Air Force ITV OPR by AF/IL. Serves as the focal point for transportation ITV support of Air Force deployment and sustainment operations of personnel and cargo. Implements ITV policies approved by the AF/IL.

1.2.2. OPR for the Integrated Deployment System (IDS). Manages the Logistics Module (LOGMOD) of Deliberate and Crises Action Planning and Execution Segment (DCAPES). Manages LOGMOD Stand-Alone (LSA).

1.3. The Deployment and Distribution Division (HQ USAF/ILGD).

1.3.1. Designated by AF/ILG to manage the Air Force ITV program.

1.3.2. OPR for the Cargo Movement Operations System (CMOS), Global Air Transportation Execution System (GATES) and is the Air Force organization responsible for implementing the Automated Air Load Planning System (AALPS). CMOS, GATES and AALPS are components of IDS.

1.3.3. Develops policy guidance on automated cargo and passenger transportation systems to support the deployment process. Sets ITV policy for deployment and sustainment personnel and cargo. Ensures automated cargo and passenger transportation systems interface with other automated transportation systems when prudent or required.

1.3.4. Coordinates with Air Mobility Command (AMC) and the Air Expeditionary Force (AEF) Center to capture and maintain ITV at transload/en route, and at nonmature contingency site locations.

1.3.5. Coordinates with HQ USAF/XOXW to ensure force packages include necessary communications, cargo and passenger automated receipt, manifesting, and tracking capability.

1.3.6. Coordinates with Joint Staff J-4, Logistics Information Fusion Division (LIFD) to integrate USAF ITV efforts with combatant commands and other joint efforts.

1.4. The Deputy Chief of Staff, Air and Space Operations (HQ USAF/XO).

1.4.1. Oversees all Air Force war planning and readiness.

1.5. The Directorate of Operational Plans (HQ USAF/XOX).

1.5.1. OPR for the operations functions of DCAPES, Joint Operations Planning and Execution System (JOPES), and Unit Type Code (UTC) Management.

1.5.2. In coordination with HQ USAF/ILGD ensures force packages include necessary communications, cargo and passenger automated receipt, manifesting, and tracking capability.

1.5.3. Ensures appropriate ITV procedures for documentation and reporting movement information electronically are identified in OPLANs and tested.

1.6. The Directorate of Manpower and Organization (HQ USAF/DPM).

1.6.1. Manages the Manpower Force Packaging System (MANFOR). Oversees the Air Force Master MANFOR database and ensures the system interfaces with other automated planning systems.

1.6.2. OPR for the manpower functions of DCAPES.

1.6.3. Provides policy and guidance to assist MAJCOM/FOA manpower and functional staffs to document deployment and in-place requirements, and employment contingency organization structures in support of total force accountability and force management.

1.7. The Deputy Chief of Staff, Personnel (HQ USAF/DP).

1.7.1. Develops concepts and systems for Air Force activities at all levels to compile accurate data on the number and location of deployed personnel (OPR for MANPER systems).

1.8. Major Commands (MAJCOMs/FOAs/DRUs).

1.8.1. Appoint a MAJCOM point of contact (POC) for ITV-related issues. These POCs are subject matter experts for MAJCOM representation and coordination, teleconference participation, and other meetings as required to work ITV-related tasks.

1.8.1.1. MAJCOM ITV POCs will ensure the Logistic Readiness Squadron (LRS) develops IDS training courses. They will provide assistance in developing material/content when requested and will validate established training meets basic requirements for wing Unit Deployment Managers (UDMs) and deployment work center personnel.

1.8.2. Headquarters, Air Mobility Command (HQ AMC).

1.8.2.1. Director of Logistics (HQ AMC/A4) is the functional proponent for GATES and the common-user aerial port ITV business processes. **NOTE: AMC/CG is the functional proponent for Global Decision Support System (GDSS) and Command and Control (C^2) Information Processing System (C^2IPS) referenced in this text.**

1.8.2.2. Deploys and maintains GATES, remote GATES (RGATES), and deployed GATES (DGATES) sites as outlined in U.S. Transportation Command (USTRANSCOM) and HQ AMC Automatic Identification Technology (AIT) implementation plans. Implements actions outlined in both USTRANSCOM's and AMC's AIT Integration Plan.

1.8.2.3. Develops, installs, and maintains a linear and two-dimensional (2D) bar code read and write capability at fixed and deployed aerial ports.

1.8.2.4. Integrates linear and 2D bar code capability (and new technologies) into GATES.

1.8.2.5. Develops a deployable linear and 2D read and write capability to support operational contingencies.

1.8.2.6. Maintains existing ITV capabilities at fixed aerial ports.

1.8.2.7. Develops a capability to create radio frequency (RF) tags for supporting contingencies.

1.8.2.8. Builds and maintains a RF data communication (RFDC) capability into fixed, high volume ports with GATES capabilities to support linear and 2D bar code use.

1.8.2.9. Develops an integrated handheld reader to provide capability in accordance with (IAW) DoD standard technologies.

1.8.2.10. Incorporates a smart card (common access card – CAC) capability in GATES for the timely and accurate capture of personnel accountability and manifest documentation for force tracking

1.8.2.11. Includes a smart card (CAC) capability in deployable AIT packages.

1.8.2.12. Equips deployable ITV UTCs with deployable AIT packages for use at temporary ports.

1.8.2.13. Responsible for GDSS real-time updates to Global Transportation Network (GTN).

1.9. Wing Commander.

1.9.1. Responsible for ensuring compliance with this instruction by establishing procedures to provide proper electronic documentation (ITV) on all passenger and cargo movements.

1.9.2. Ensures emphasis is placed on ITV at all levels for all passenger and cargo movements.

1.9.3. Ensures procedures are in place and tests them, to provide electronic movement information to GTN IAW established DoD timeliness criteria on all passenger and cargo movements.

1.9.4. Ensures personnel depart with proper deployment orders (during deployments) to ensure the supported combatant commander can track inbound personnel by a Time Phased-Force and Deployment Data (TPFDD) Unit Line Number (ULN).

1.9.5. Ensures emphasis is placed on LRS commander to conduct IDS training classes that provide deployment work center personnel and UDMs with expert skill sets to populate LOGMOD/LSA with accurate TCMD data to support the ITV process to CMOS/GATES.

1.10. Logistics Readiness Squadron.

1.10.1. Incorporate ITV principles into IDS training classes. Ensures personnel understand the importance and priority of ITV to the supported combatant commander and the negative implications when ITV is not captured or is inaccurate. Personnel will understand that ITV is a byproduct of the shipping process; that they must ensure shipping documentation is in compliance with DoD 4500.9-R (DTR); that shipping data is entered properly; and finally that data feeds are transmitted to GTN at proper time intervals (see **Chapter 2**).

1.10.1.1. LOGMOD/LSA Deployment Shipping Placards will be used by UDMs for shipment/equipment identification purposes from the deploying unit to the Cargo Deployment Function (CDF) to facilitate the Joint Inspection (JI), in-check and cargo-marshalling processes for deployments, exercises and unit moves. Once in-checked and marshaled through the CDF, CMOS/GATES operators will produce updated, accurate deployment shipping placards prior to aircraft departure. **NOTE: LOGMOD/LSA deployment shipping placards do not meet DTR requirements and therefore cannot be used for actual deployments, exercises or unit moves.**

1.10.1.2. IDS training classes will be conducted as a shared responsibility of the Installation Deployment Officer (IDO), wing LOGMOD Administrator and CMOS/GATES operators. Train-

ing emphasis to UDMs on the proper population of TCMD data in LOGMOD/LSA must be stressed. Classes will be provided to all Tenant units and host wing supported Geographically Separated Units (GSU).

1.10.2. Ensures CMOS and or GATES can receive wing/unit level deployment data from LOGMOD/LSA, process this data, and pass this data to GTN IAW established Department of Defense (DoD) timeliness criteria.

1.10.3. Distribution Flight/Deployment Team (during a deployment) is responsible for verifying cargo documentation is correct prior to acceptance and for data input into CMOS or, at AMC aerial ports, GATES (deployment passengers and deployment /sustainment cargo).

1.10.4. Complete and transmit all manifesting transactions in the form of a Defense Transportation Regulation (DTR)-compliant manifest (in CMOS or GATES) upon aircraft departure. It is critical that the combatant commander receives reliable ITV data to accurately determine force closure.

1.10.5. Responsible for verifying cargo documentation is correct and for passing information to load planners (create a CMOS or GATES manifest disk to accompany each aircraft). It is imperative the aircraft at all nodes depart with an accurate and complete manifest and an accompanying manifest diskette to assist forward locations process inbound cargo and personnel (AFI 10-403, para. 2.9.1.6). Manifest data must be electronically transmitted to the down-line stations (to include intermediate staging bases (ISBs)) to ensure accurate data transfer to GTN. GTN is utilized by higher headquarters to facilitate Reception, Staging, Onward-movement, & Integration (RSOI).

1.10.6. Provide manifest diskette to the aircraft commander along with all other manual (hard copy) documentation.

1.10.7. Establish local ITV metrics as directed by HQ USAF/ILGD.

1.11. Installation Deployment Officer (IDO).

1.11.1. The IDO is responsible for ensuring cargo and passenger data is accurately entered into automated information systems (AIS), i.e., IDS components -- CMOS/GATES, etc., to maintain ITV within established time frames. Without exception, valid ULNs from the applicable combatant commander's TPFDD are required for deployment cargo and personnel in order to relate these resources back to the force requirements in the TPFDD. Fictitiously entered ULNs will prevent cross-referencing this data back to the TPFDD

1.12. Deploying Unit *(Also See **Chapter 3**, Deployment Requirements)*.

1.12.1. UDMs and Increment Monitors will participate in IDS training classes as directed by the Logistics Readiness Squadron's Readiness Flight. Tenant, geographical separated units (GSUs) and independent unit commanders will ensure their UDMs and Increment Monitors also attend host wing LRS sponsored IDS training classes.

1.12.2. Comply with deployment reporting procedures and requirements of the DTR Part III, *Mobility*, and AFI 10-403, *Deployment Planning and Execution*.

1.12.3. Forward all cargo shipments with bar-coded labels affixed IAW DoD 4500.9-R (DTR Part II, Chapter 202, *Cargo Routing And Movement* and Chapter 208, *Packaging And Handling*). UDMs will affix LOGMOD/LSA deployment shipping placards to all deploying increments of cargo for identification purposes to the CDF. Although these shipping placards do not meet DTR requirements because

block 9 of the LOGMOD/LSA shipping placards contains no barcode information, they will be used for identification purposes to facilitate the JI, in-check and cargo marshalling process at the Cargo Deployment Function (CDF).

1.12.4. Deploying Air Force and non-Air Force units will provide a diskette in electronic format (CMOS/GATES/TCAIMS II, or new generation system) containing outbound air cargo information to the CDF, Aircraft Services, or Cargo Processing Section IAW published times contained in local deployment schedule of events to expedite processing of cargo into the airlift system. Non-Air Force units will also provide a diskette with deploying passenger data to the Passenger Deployment Function (PDF) for input into IDS systems (CMOS/GATES) and manifest preparation. **NOTE: Diskette data formatting information that will allow units to present data in required format can be found at the CMOS/GATES websites. CMOS/GATES websites providing this information are:**

CMOS: https://www.ssg.gunter.af.mil/CMOS/progdocs.training.other.html

GATES: **https://gates.scott.af.mil/Projects/Gates2/Index/Index.htm**

1.13. CONUS Distribution Management Cell (CDMC) (HQ AFMC LSO/LOLA).

1.13.1. Provides up-to-date status and tracking of critical assets until final delivery, at the request of any customer.

1.13.2. Utilizes all existing ITV/TAV tools identified in this AFI.

Chapter 2

IN-TRANSIT VISIBILITY POLICY

2.1. Purpose.

2.1.1. Today's operational environment demands that warfighting commanders have visibility over all their forces to properly influence the course of military actions. This AFI will provide overarching Air Force ITV policy and explain how various systems interrelate and support ITV. Successful ITV is cargo and/or passenger manifest data received by GTN and links the manifest data directly to airlift mission numbers and/or surface transportation mode; truck, train, or ship. GTN is the designated DoD system for ITV, providing C^2 and ITV information that integrates automated information support to the DoD. The Air Force goal is 100 percent ITV.

2.2. ITV Defined.

2.2.1. The DTR (DOD 4500.9R) and AFI 24-201, *Cargo Movement,* define ITV as, "The ability to track the identity, status, and location of Department of Defense units, and non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers; medical patients; and personal property from origin to consignee or destination across the range of military operations." This definition highlights that ITV is the ability to identify passengers and cargo and to see their location and movement status throughout the transportation pipeline.

2.2.2. ITV provides commanders the capability to determine if a particular force has reached its final destination and is ready to provide a specific combat capability, or the ability to reprioritize or redirect the movement of forces.

2.2.2.1. The transload process is another element that depends on accurate ITV. This occurs when deploying forces and cargo are transloaded from one aircraft to another at an en route location or ISB for onward movement to final destination. Example: deploying forces/cargo depart home station aboard a C-5 or commercial contract aircraft that cannot operate within the theater of operations. These forces/cargo are transloaded at an ISB to another theater-capable aircraft for movement to final destination. It is critical that ITV be maintained throughout this process to provide accurate and timely information to the combatant commander. **NOTE: This process may be applicable in certain surface to air/air to surface movements as well. It is the deploying units' responsibility to contact and provide the ISB transportation function with their ITV data information prior to departing the ISB to ensure that CMOS/GATES properly accounts for all deployment ITV.**

2.2.3. ITV is conceptualized in Joint Vision 2020 that states, "Focused logistics will effectively link all logistics functions and units through advanced information systems that integrate real-time total asset visibility with a common relevant operational picture. These systems will incorporate enhanced decision support tools that will improve analysis, planning, and anticipation of war fighter requirements."

2.3. Key ITV Documents.

2.3.1. The *Defense In-transit Visibility Integration Plan*, November 2000, developed by USTRANSCOM introduces sponsorship, purpose, application, and structure. In the forward, the

Commander, USTRANSCOM concedes, "However, because USTRANSCOM is not ITV's sole proprietor, defense-wide ITV cannot be achieved without the integrated efforts of the entire defense community." The implementation plan can be accessed at **https://customer.transcom.mil**.

2.3.2. The *DoD Logistics Implementation Plan for Automatic Identification Technology*, September 2002, explains that the DoD is integrating AIT into its logistics business and operational processes to become more efficient and effective. AIT can serve as a tool to facilitate the collection of initial source data, reduce processing times, improve accuracy, and enhance asset visibility. This implementation plan is a living document that provides overarching guidance and direction for implementation of AIT in DoD logistics business operations and assigns specific actions. The implementation plan can be accessed at **http://www.dodait.com**.

2.3.3. *Global Combat Support System (GCSS) CINC-129, Category One Requirements,* November 1999, lists 57 specific category one combatant commander requirements, 43 of which relate to ITV.

2.3.4. In the *Expeditionary Aerospace Force Implementation Program Action Directive*, August 1999, ITV is mentioned indirectly as, "C^2 [command and control] Architecture [that] must be capable of supporting worldwide distributed operations, integrating all aspects of aerospace power, and providing for connectivity with joint and coalition operations, required by the supported combatant commander, and directed by the NCA [national command authority]. En route forces will have the capability to receive en route retasking, targeting, and threat information. Appropriate C^2 nodes will have in-transit visibility to track the location and status of deploying forces and resources."

2.4. Joint Total Asset Visibility (JTAV) and Total Asset Visibility (TAV) Defined.

2.4.1. JTAV and TAV deserve an explanation to distinguish them from ITV.

2.4.1.1. TAV — The capability to provide users with timely and accurate information on the location, movement, status, and identity of units, personnel, equipment, materiel, and supplies. It also includes the capability to act upon that information to improve overall performance of the DoD logistic practices. (JP 1-02)

2.4.1.2. JTAV — The capability designed to consolidate source data from a variety of joint and Service automated information systems to provide joint force commanders with visibility over assets in-storage, in-process, and in-transit. (JP 1-02)

2.4.2. The war fighter must have the capability to track the identity, status, and location of assets throughout the supply chain in order to make informed decisions and to prosecute the mission. Where JTAV provides total asset visibility, ITV provides visibility during transit only and is a subset of JTAV.

2.5. Automatic Identification Technology (AIT) – Enabler Systems.

2.5.1. AIT is a suite of technologies and devices that enable the automatic capture of source data thereby enhancing information accuracy and the ability to identify, track, document, and control personnel, equipment, and cargo movements. Use of AIT devices in the Air Force automated information systems greatly reduces the number of times data must be manually entered thereby drastically reducing the amount of error in the Command's enterprise data systems. This, in-turn significantly increases the in-transit visibility and total asset visibility information used in AF's business processes. AIT media includes linear and two-dimensional (2D) barcodes, radio frequency identification (RFID) tags, optical memory cards (OMCs), smart cards (CAC), and satellite tracking devices.

2.5.1.1. RFID tags continue to by used by warfighting commanders as a tool to gain visibility of cargo from origin to APOE/SPOE and from APOD/SPOD to final destination. “Tagging” individual items, multi-packs, equipment, pallets, or containers, along with the hardware and software required to create the devices, read the information on them, and integrate that information with other logistics information enhances commanders’ ability to effectively employ and sustain forces within theaters of operation. CMOS and GATES maintain the ability to write RF tags and will retain this capability until a capability exists to capture the necessary end-to-end data replaces them. Under Secretary of Defense Memorandum dated 2 Oct 03 mandates the use of RFID technologies within established business rules, practices and policies.

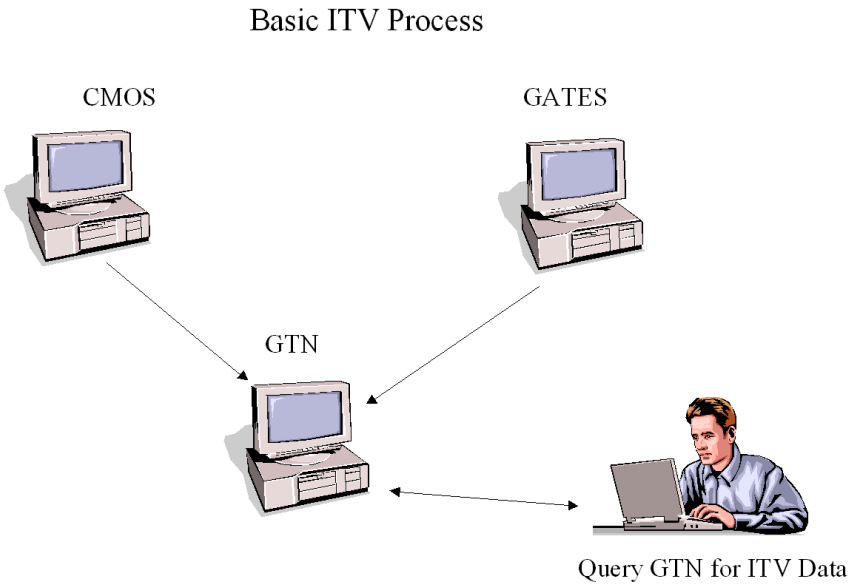
2.5.2. AIT can improve DoD’s logistics business processes and enhance warfighting capability by collecting initial source data, reducing processing times, and improving data accuracy. The use of AIT is a key component in DoD’s efforts to provide timely visibility of all logistics assets, whether in-process (being procured or repaired), in-storage (being stored as inventory), or in-transit (being shipped to another location).

2.5.3. Shippers will tender 100 percent of all cargo shipments with bar-coded labels affixed IAW DoD 4500.9-R (DTR), Part II.

2.6. The ITV Process.

2.6.1. ITV is a process consisting of designated business procedures to provide accurate source data, prompt nodal updates, shipment status information, and shipment receipt notices. ITV employs various AIS, uses appropriate AIT, and adheres to acceptable standards. The Air Force will realize reliable ITV when accurate source data is flowed through CMOS or, at AMC aerial ports, GATES to GTN, and that flow to GTN meets DoD ITV timeliness criteria (see Para. **2.7.1.**). CMOS and GATES feed data to GTN and GTN collects and displays the data to generate ITV.

Figure 2.1. Basic ITV Process.



2.6.2. Accurate source data is critical for establishing accurate ITV. Incorrect data entered at origin will multiply the inaccuracy of the information in GTN by the time the item is delivered. Primary contributors to data quality are activities generating initial passenger and cargo manifest data. Units initiating movement requirements are responsible for accurately providing all information to establish ITV. Units must prepare accurate automated air manifests using CMOS or, at AMC aerial ports, GATES and ensure a diskette with the air manifest data accompanies the mission. This is just as applicable when using Operational Support Airlift (OSA) aircraft under control of the Joint Operational Support Airlift Center (JOSAC). Movements are not considered complete until ITV has been achieved.

2.6.2.1. Inaccurate source data includes incorrect mission numbers, invalid ports of embarkation (POE)s/ports of debarkation (POD)s, and invalid DoD Activity Address Codes (DoDAACs). Valid DoDAAC-POD relations are available at the HQ AFMC/LSO LOL web page at **https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lol**.

2.6.2.1.1. Air Force DoDAACs are controlled and managed by MAJCOM. To establish new DoDAACs and for locations without a valid DoDAAC, organizations should contact the MAJCOM DoDAAC monitor to establish the DoDAAC. Procedures for establishing new DoDAACs can be found in AFMAN 23-110, *Basic USAF Supply Manual*, Volume 1, Part 2, Chapter 1. Also, the website for a list of DoDAAC monitors is **https://129.48.105.112**. The Air Force Central Service Point is AFMC/LSO/LOTC, DSN 787-9812 (commercial (937) 257-9812).

2.6.2.1.2. Correct mission numbers are provided on the Air Tasking Order (ATO) and are available from local command posts. **NOTE**: **Use valid outbound mission numbers only (see Attachment 3). Do not use mission numbers with "J" or "V" in the second position of the airlift mission number.** Valid outbound mission numbers can be obtained from any one of three systems at the unit level -- GTN, GDSS, or C^2IPS. It is recommended the IDO document in the Installation Deployment Plan (IDP) a specific individual(s) within the wing or organization who will be responsible for obtaining/providing valid mission number information to CMOS/GATES operators.

2.6.2.2. According to CJCSM 3122.02B, POE/PODs are unclassified/for official use only (FOUO) at execution for transportation planning, scheduling, and managing movements. This includes destination PODs unless a higher classification is directed by the supported commander. That direction and a suitable alias are provided in the applicable execution deployment order.

2.6.3. If a unit that is tasked for movement does not have the means to transmit unit cargo and passenger air manifest information to GTN, the unit must coordinate with their higher headquarters (HHQ) for assistance from within their service. If the deploying service HHQ cannot support movement deployments from within their service assets, the service HHQ will request ITV assistance through USTRANSCOM Joint Mobility Operations Center. **NOTE: If the CMOS regional server is down or unavailable deploying units will contact the HQ Standard Systems Group (SSG) CMOS office for backup procedures and support.**

2.7. Data Feed Time Standards.

2.7.1. The Air Force is committed to ITV principles and is determined to improve ITV source data timeliness and quality to support the war fighter. The timeliness and quality of ITV documentation data that are flowed to GTN are as important to supporting the war fighter as the actual movement of the cargo. Following are the DoD ITV timeliness criteria and requirement for all military and commercial origin, in-transit, and receiving activities to report the arrival and departure of the movements in a timely manner to support logistics decision-makers and customers:

2.7.1.1. *Unit strategic movements*. The arrival and departure of unit personnel and equipment at all nodes from origin to destination will be visible in the GTN within two (2) hours of the event. This includes movements through transload locations.

2.7.1.2. *Sustainment airlift and Intra-theater and within CONUS movements*. The arrival and departure of sustainment air cargo *and Intra-theater and within CONUS movements* at all nodes from origin to destination will be visible in the GTN within two (2) hours of the event.

2.8. ITV Verification.

2.8.1. Designated wing-level personnel will query GTN no later than one (1) hour after aircraft departure to ensure the presence of cargo and/or passenger data. At minimum, verify the mission number (to include the Julian date) and the three-digit MILAIR Aerial Port Code (APC). If data is not present at the prescribed time, is incorrect, or if assistance is needed after trouble shooting locally to ensure the communications and transactions were transmitted, the representative will contact the GTN Help Desk. The GTN Help Desk can be contacted at DSN: 576-6836, commercial (618) 256-6836, by fax at DSN 576-6600, commercial (618) 256-6600, via USTRANSCOM Help Desk toll-free at 1 (877)

906-0246 (request transfer to the GTN Help Desk), or by email at mailto:ustc-gtnhelpdesk@hq.transcom.mil.

2.9. Direct Vendor Delivery (DVD) Contract Language.

2.9.1. To achieve the Air Force goal of 100% ITV, it is essential all shipping data be electronically transmitted to GTN.

2.9.1.1. The DoD Transportation Acquisition Policy Memorandum of 2003 requires that vendors adhere to standard documentation and marking IAW MIL-STD-129, *DoD Standard Practice Military Marking for Shipment and Storage*, to include but not limited to Military Shipping Label and bar-coding requirements, and provide ITV at the time the shipment is initiated.

2.9.1.2. The DoD Transportation Acquisition Policy Memorandum of 1998 requires that tenders and contracts with transportation providers (carriers) include instructions to transmit shipping information via Electronic Commerce (EC)/Electronic Data Interchange (EDI) to DoD to provide ITV capture.

2.9.1.3. Air Force contracts with private contractors (vendors) must include in statements of work the requirement to transmit electronically shipping information in formats capable of interfacing with DoD data systems.

2.9.2. Specific contract language will vary depending on the delivery terms stated in the contract, e.g., where government ownership occurs ("Free on Board [FOB] ___"). Early government ownership begins at FOB origin, Consolidation Containerization Point (CCP) or Aerial Port of Embarkation (APOE) and drives the transportation clauses in the contract to more nearly mirror pure DoD/DTR shipments and requires classic DTR documentation and MILSTD labeling and markings. Pure direct vendor delivery contracts (FOB destination, prepay and add) have no actual commercial need for military standards-based documentation and marking. However, it is necessary to establish a minimum set of requirements for these shipments in order to: 1) ensure proper processing at destination Supply Support Activity (SSA), 2) integrate DVD shipments directed into the Defense Transportation System (DTS) in the event of crisis or contingency, or 3) generally support DoD ITV requirements. Refer to DTR, Part II, Chapter 201.

2.10. ITV Metrics.

2.10.1. On behalf of HQ USAF/ILGD, HQ AFMC/LSO/LOL will collect, analyze and report ITV data accuracy and timeliness on Air Force sponsored cargo.

2.10.1.1. Metrics criteria for analysis includes, but is not limited to: the transportation activity, system availability, data input – accuracy, completeness, usability; reporting timeliness, user training, ATCMD, bar coding – present, readable; data available in, GTN – system availability, drillable data, timely receipt of data transmissions, etc.

2.10.2. The Air Force goal for ITV is 100%. Though JOPES data remains at level IV, to accomplish their goal, the Air Force requires level VI detail. Level VI is detail expressed for passengers by name and SSAN or for coalition forces and civilians by country national identification number, and for cargo by Transportation Control Number (TCN). Non-Unit cargo includes FSN/NSN or item detail.

2.10.3. For airlift ITV – Source data comes from CMOS and GATES, and which feed GTN providing ITV on Channel/Contingency/SAAM missions. For remote locations or locations without CMOS or

GATES capability the sponsoring command/higher headquaters must identify the shortfall to USTRANSCOM and request assistance. (See paragraph. **3.3.5.2.**).

2.10.4. DoD ITV POC is USTRANSCOM ITV Cell, DSN 779-2552, email: **mailto:USTC-ITVTrackingCell-Lst@hq.transcom.mil**.

Chapter 3

SUSTAINMENT EXECUTION AND DEPLOYMENT

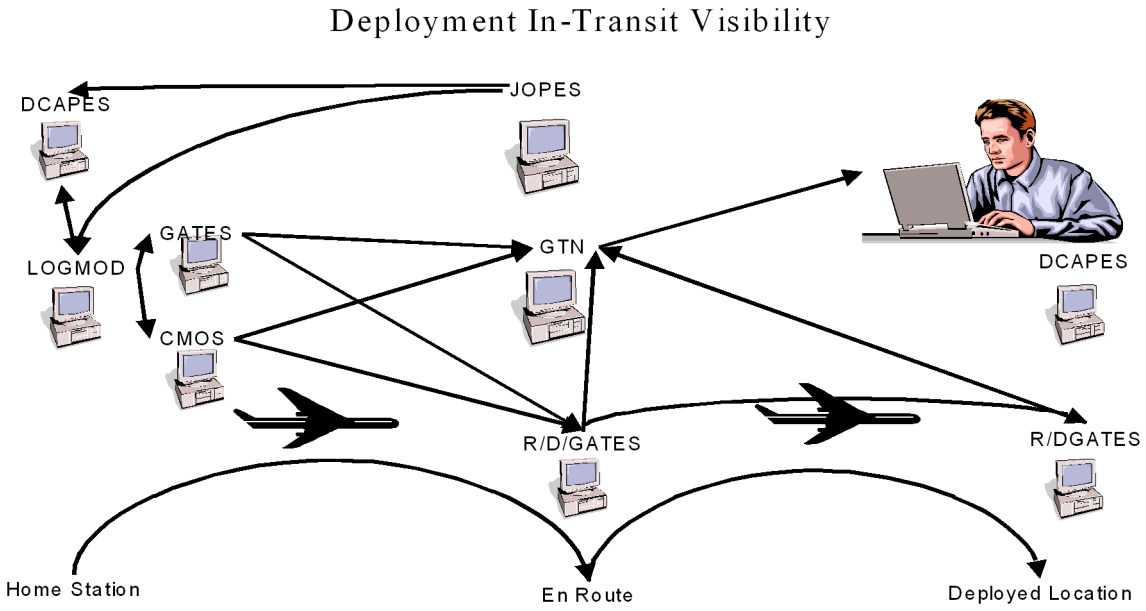
3.1. Non-Unit Move.

3.1.1. Shippers will document all cargo/non-unit resupply movements in CMOS. Also see AFI 24-201, *Cargo Movement*, Chapter 15.

3.2. Contingency/Unit Move Deployment and Redeployment.

3.2.1. ITV provides the combatant commander the ability to see forces moving to and within the theater. Good ITV enables the combatant commander to determine the location of unit passengers and cargo and to reprioritize or redirect movement in response to changing circumstances. It is imperative the aircraft at all nodes depart with an accurate and complete manifest and an accompanying diskette.

Figure 3.1. Deployment In-Transit Visibility.



3.2.2. UDMs/IDOs at origin Air Force locations will assure complete accuracy of and provide all necessary documentation, data and diskettes to enable ITV requirements of unit movement cargo upon deployment execution as follows:

3.2.2.1. At origin/POE. Prepare commercial movement documentation as required using CMOS. If cargo is moving through the DTS and is destined for a POE, assure Advanced Transportation Control and Movement Document (ATCMD) data is submitted to support receipt and onward movement. Prepare automated air manifests using CMOS or, at AMC aerial ports, GATES. Assure

a diskette with the air manifest data accompanies the mission. This is also applicable when using Operational Support Airlift (OSA) aircraft under control of the Joint Operational Support Airlift Center (JOSAC). Movements are not considered complete until ITV has been achieved.

3.2.2.2. At en route locations. Access GATES to determine what is inbound. NOTE: Until the CMOS/GATES interface becomes fully functional, the en route location may need to rely on the inbound diskette to assist in remanifesting (transloading) at transload locations or ISBs. Receipt for cargo. Prepare automated air manifest using GATES. Assure a diskette with the air manifest data accompanies the mission. Movements are not considered complete until ITV has been achieved.

3.2.2.3. At destination/POD. Receipt for cargo. Prepare documentation for onward movement as required by mode. Prepare commercial movement documentation using CMOS. Prepare air or truck manifests using CMOS or GATES at AMC operated locations. Assure a diskette with the air or truck manifest data accompanies the mission/vehicle. Movements are not considered complete until ITV has been achieved.

3.2.2.4. At final destination. Receipt for cargo using CMOS. Movements are not considered complete until ITV has been achieved.

3.2.2.5. The basic principles of personnel and cargo deployment and documentation apply to both Air Force and non-Air Force movement requirements. Non-Air Force units moving using Air Force systems (CMOS/GATES/TCAIMS II, or new generation system) will provide unit deployment data for cargo and passengers from TC-ACCIS, TC-AIMS II, MDSS II, or an importable Excel spreadsheet, as required in the DTR, Part III, Mobility. **NOTE: Air Force passengers and cargo moving as part of, or imbedded within another service movement, will be manifested and processed by that Service. Service AIS, policy, and reporting will be followed for ITV capture and input into GTN.**

3.2.2.6. Accurate manifesting at origin/POE will enable en route locations to electronically re-manifest. Automated manifests and the manifest diskette must accurately reflect cargo/passenger content prior to aircraft departure.

3.2.2.7. At deployed locations, the Combat Mobility Element Team Chief or tasked air transportation unit type code (UTC) team chief is responsible for ensuring Deployed GATES (DGATES) is used to input data into GTN IAW the AMC Deployed ITV System Guide. The deployed units should have GATES online to receive or send ITV data within three hours after arrival of personnel and equipment force packages.

3.2.2.8. Deploying Air Force units will follow cargo and passenger processing guidance in AFI 10-403, *Deployment Planning and Execution*. Also see DTR, Part III, Mobility.

3.3. Deployment Requirements.

3.3.1. A fictitiously entered ULN will prevent cross-referencing this data back to the TPFDD. The supported combatant commander then begins losing visibility of forces moving forward. CMOS/GATES will pass movement data, with valid ULNs, to GTN. **NOTE: Do not use fictitious ULNs to deploy personnel in advance of an actual deployment order**. Air Force automated systems that comprise the IDS must be used to support the deployment process and enable ITV.

3.3.2. Use of IDS is mandatory for all wing-level deployments, regardless of size, scope, real world, exercise or unit moves. The IDS is designed to automate the deployment process and eliminate manual data entry through use of standard electronic interfaces between IDS components**. NOTE: For a more comprehensive and detailed description of IDS related components (e.g. CMOS, GATES, GTN), system interfaces and processes utilized (e.g. Outbound Freight, Packaging and Planning) utilized to enable ITV via CMOS to other Air Force, and DoD ITV feeder systems, reference Chapter 5 of this instruction.**

3.3.3. IDS components include the following systems:

3.3.3.1. LOGMOD/LSA, Manpower and Personnel Module Base level (MANPER-B), CMOS, GATES, and AALPS. AALPS, in the IDS process, supports air load manifesting. Information on IDS and IDS components can be accessed at **https://www.afpc.randolph.af.mil/readiness/IDS.htm**. LOGMOD can be accessed at **https://www.ssg.gunter.af.mil/logistics_module/**. MANPER-B can be accessed at **http://www.afpc.randolph.af.mil/readiness/MANPER-B.htm**. The CMOS home page is at **https://www.ssg.gunter.af.mil/CMOS**. The GATES home page is at **https://gates.scott.af.mil**. AALPS can be accessed at **http://www.tis.army.mil/AALPS/**. And the GTN home page is located at **https://www.gtn.transcom.mil**.

Figure 3.2. IDS Architecture.

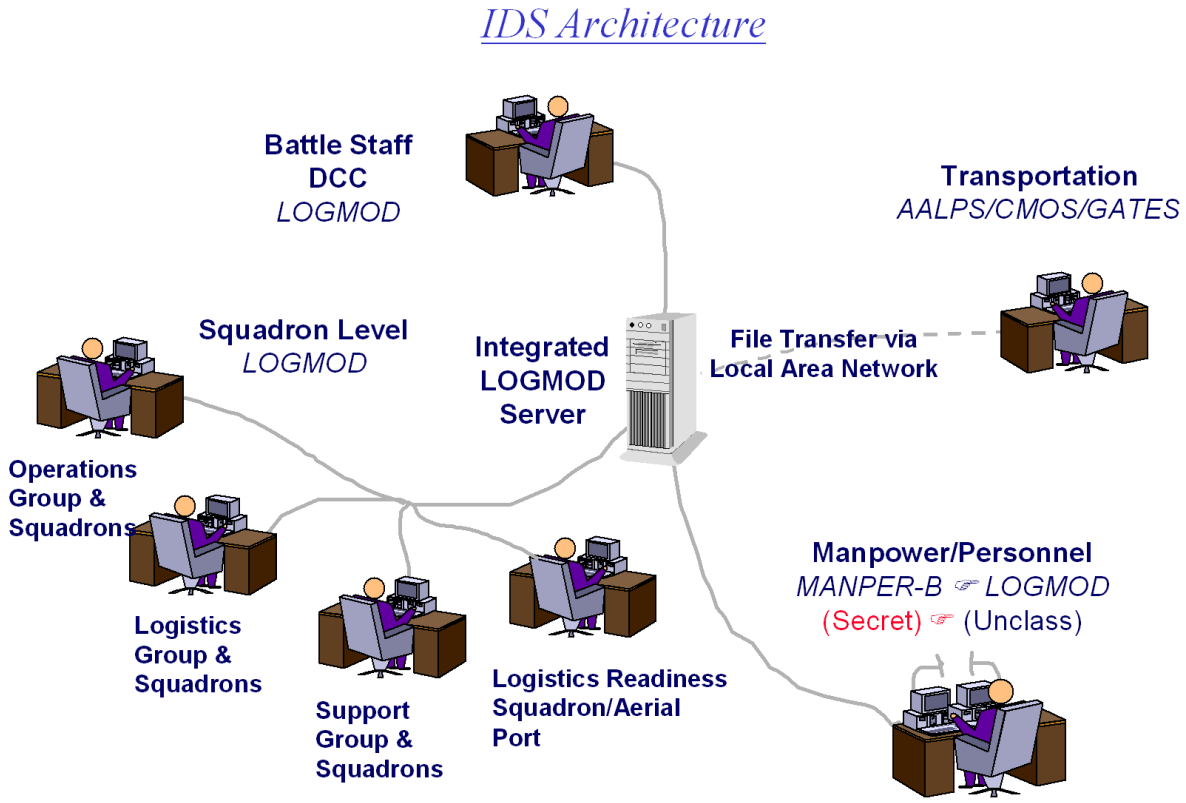
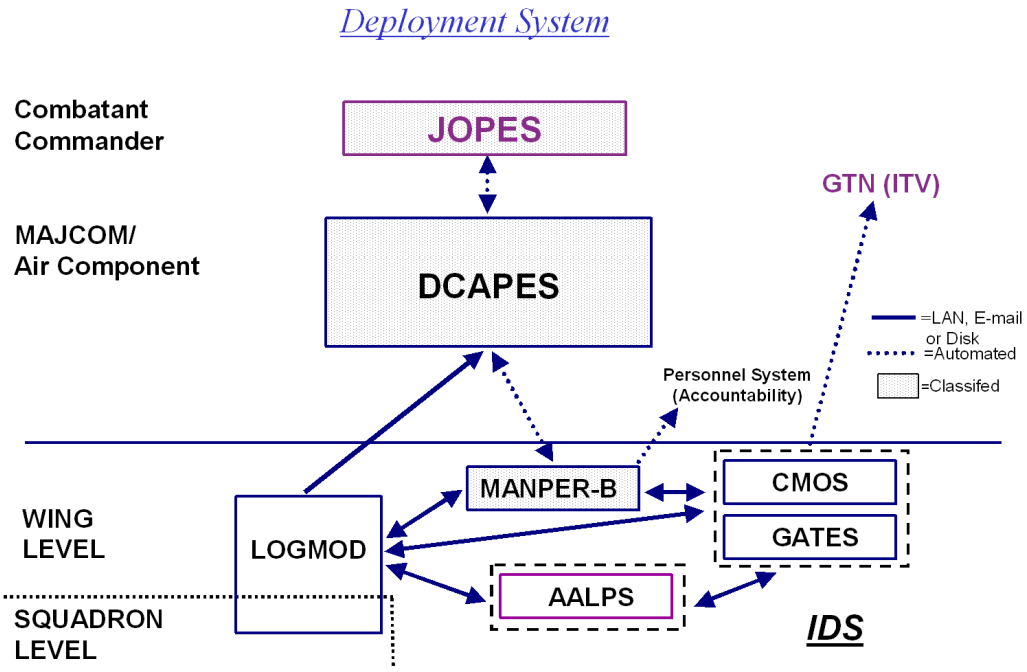


Figure 3.3. Deployment System.



3.3.4. CMOS and GATES are interchangeable in the IDS process (same interface) to support cargo and passenger manifesting and ITV data push to GTN. The interchangeability of CMOS and GATES allows the operators to use the same system for deployment operations as they would for day-to-day operations. **NOTE: ANG units primarily use CMOS vice GATES, with the exception of those units located at AMC installations with GATES.**

3.3.5. Deployment files from LOGMOD/LSA and MANPER-B will be passed to CMOS/GATES to achieve ITV. CMOS/GATES will pass the movement data to GTN.

3.3.5.1. Execution Cargo Procedures:

3.3.5.1.1. Units tailor their tasked UTC cargo data in LOGMOD/LSA. Once completed, wing-level LOGMOD/LSA operators export the consolidated electronic cargo data (via .CL5 export file) and pass it to AALPS operators to produce initial load plans. LOGMOD/LSA operators export this data (via .CMC file) to CMOS/GATES operators at the CDF to preposition cargo data in CMOS/GATES prior to cargo in-check. **NOTE: In advance of cargo in-check, LOGMOD/LSA operators need to quickly populate AALPS/CMOS/GATES to facilitate efficient cargo flow.** At in-check, the cargo is matched against the data prepositioned in CMOS/GATES and manifested. **NOTE: If changes are made in CMOS/GATES, UDMs/IDOs will notify LOGMOD/LSA personnel of these changes by the most expedient communication method PHONCON, email, exportable data file, diskette, etc. CMOS/GATES pushes electronic deployment data transactions to GTN to enable ITV.**

3.3.5.2. Either CMOS or GATES will be used to generate the electronic cargo manifest and diskette to accompany each load of manifested cargo. **"If CMOS/GATES is not available to produce the manifest, a DD Form 1385, *Cargo Manifest*, will be used. These locations will request assistance from USTRANSCOM through their supporting major command/higher headquarters. USTRANSCOM will then identify the ITV shortfall to AMC/TACC. AMC/TACC will then source and task the appropriate ITV resources, either with personnel and equipment moved to the location or by providing an E-mail ITV enabler utilizing the AMC ITV Cell."** It is imperative that UDMs ensure all of the required TCMD data (e.g., transportation trailer data for hazardous material, sensitive, classified, etc) is accurate and loaded in LOGMOD/LSA. The UDM may require the assistance of a transportation specialist to ensure TCMD data meets DTR requirements.

3.3.5.3. En route locations with CMOS/GATES capability will ensure manifests reflect any cargo load changes prior to aircraft departure. This updated data will be sent electronically, and a diskette will accompany the load to onward destination(s) when originated from CMOS or GATES locations. When DD Form 1385 is used the manifest will be adjusted accordingly. En route locations without CMOS/GATES will be identified to USTRANSCOM by supporting major commands/higher headquarters (see paragraph **3.3.5.2.**).

3.3.5.4. APODs and terminating points with CMOS/GATES capability will receipt cargo and ensure it is manifested for onward transportation to final destination (this includes transloading). Terminating points without CMOS/GATES capability receipt cargo will be identified to USTRANSCOM by supporting major command/higher headquarters. (See paragraph **3.3.5.2.**)

3.3.5.5. Execution Personnel/ Passenger Procedures:

3.3.5.5.1. The PDF exports personnel data (via .PRF file) and tasked manpower requirements data (via .LVY file) from MANPER-B and provides the data file to the IDO/wing LOGMOD

Administrator for upload into LOGMOD/LSA. Squadrons use LOGMOD/LSA to electronically assign personnel to the tasked requirements. **NOTE: Assigned personnel must be resident in LOGMOD/LSA ASAP prior to personnel processing to facilitate efficient passenger flow.** The IDO/wing LOGMOD Administrator then exports the filled requirements data from LOGMOD/LSA (via .CHK file), by chalk, and provides the data file to the PDF for import it into MANPER-B for personnel processing and to produce TDY orders. The PDF exports electronic passenger data (via .PAX file) from MANPER-B, by chalk, and passes it to the transportation passenger specialists operating CMOS/GATES. CMOS/GATES will generate the electronic passenger manifest and diskette based on the order and files received from MANPER-B and pushes electronic deployment data transactions to GTN to enable ITV. **NOTE: For commercially ticketed passengers, MANPER-B has a free form, alphanumeric field to update flight information and estimated time of arrival. This is used to pass to the gaining PERSCO teams, allowing them to meet flights and also have an idea of who and how many passengers are on a specific flight.** Non-Air Force personnel will use their Service specific system to produce ITV data. If those units are incapable of providing ITV data they will contact USTRANSCOM for assistance (see paragraph **3.3.5.2.**). (System websites provide detailed instructions;
CMOS: **https://www.ssg.gunter.af.mil/CMOS/progdocs.training.other.html**,
GATES **https://gates.scott.af.mil/Projects/Gates2/Index/Index.htm**).

3.3.5.6. En route locations with CMOS/GATES capability will ensure manifests reflect any passenger load changes prior to aircraft departure. This updated data will be sent electronically, and a diskette will accompany the load to onward destination(s) when originated from CMOS or GATES locations. **NOTE: Until the CMOS/GATES interface becomes fully functional, the en route location (ISB) will need to rely on the MANPER-B diskette to assist in remanifesting (transloading) at transload locations. Reliance on the MANPER-B diskette to upload passenger information into GATES also applies to units who initially deploy utilizing CMOS via surface to the APOE to meet airlift.**

Chapter 4

PEACETIME AIRLIFT OPERATIONS (NON-DEPLOYMENT)

4.1. Channel and Operational Support Airlift Operations (Non-Deployment).

4.1.1. This chapter is applicable to missions not in direct support of exercises, contingencies and SAAMs. Applicable missions include Operational Support Airlift (OSA), Training, Refueling, and Aeromedical (to capture patient movement, development of TRANSCOM Regulating and Command and Control Evacuation System [TRAC^{2}ES] interface with GTN is ongoing).

4.1.2. Passengers traveling on OSA, training, refueling, or aeromedical missions must report to the Air Passenger Terminal at the designated time to process for their flight (see note below). Passenger terminal management determines the designated time as it relates to Distinguished Visitor (DV) movement requirements when DV travel is planned. The Air Passenger Terminal or designated agency/representative is the manifesting point for passengers traveling on these missions. Passengers must have required travel documentation (Travel Orders, Military Identification Card, etc.), meet travel eligibility requirements in DoD 4515.13R, *Air Transportation Eligibility* and be manifested IAW DoD 4500.9-R (DTR Part I, *Passenger Movement)*. Distinguished Visitors (O-6s/Execs/Aides/ civilian equivalents and higher) may have Protocol or designated representative coordinate reporting times and check-in with terminal management, allowing DVs to proceed directly to their departure location. CMOS, or at locations with AMC terminals, GATES will be used to process the passengers and transmit ITV data to GTN.

NOTE: Alternatives for duty passengers on OSA missions reporting to Air Passenger Terminals include:

1. Designated non-AMC agency load passenger/cargo data into CMOS or, at locations with AMC terminals, GATES (see **Chapter 3**, Para. **3.3.4.**). This may result in two GATES manifesting agencies at locations with an AMC terminal. It would also necessitate adding CMOS/ GATES terminals at those locations and require training for those individuals who will be inputting passenger/cargo data into CMOS/GATES; or
2. Designated non-AMC agency will send (fax, e-mail, hand carry diskette, etc.) passenger/cargo information to designated location for entry into CMOS/GATES. Using this methodology, passenger/cargo data will be passed to the designated location for input into CMOS/GATES in time to meet data entry times identified in the DTR and this AFI.

4.1.3. At origin/POE. Cargo shipments will be processed through the Distribution Flight (DF) for onward movement via the DTS. CMOS, or at AMC aerial ports, GATES will be used to in-check shipment into the system. DF will prepare proper labeling and documentation prior to delivering the shipment to the freight terminal. Barcode labels will be used to expedite shipment processing through the DTS. DF will transmit ATCMD data to the Airlift Clearance Authority. Once the shipment arrives at the freight terminal, the ATCMD data will be compared to the shipping labels to ensure completeness and accuracy of data. The Cargo Processing function will in-check the cargo using CMOS, or at AMC aerial ports, GATES after all inspections have been completed. The air terminal activity will prepare air manifests and diskette(s) and ensure they are placed on the aircraft. CMOS, or at AMC aerial ports, GATES will be used to generate an electronic cargo manifest and diskette to accompany manifested cargo and transmit manifest data to GTN. If CMOS/GATES is not available to produce the manifest

that location will contact their supporting major command/higher headquarters for support. (See paragraph **3.3.5.2.**)

4.1.4. At destination/POD. Receipt for cargo using CMOS, or at AMC aerial ports, GATES. Prepare documentation/manifests for onward movement as required by mode.

4.1.5. At final destination. Receipt for cargo. Terminating locations without CMOS/GATES capability will contact their supporting major command/higher headquarters for support. (See paragraph **3.3.5.2.**)

4.1.6. For missions departing without any passengers and/or cargo onboard, the organization with mission flight-following responsibility (Command Post) will enter "0" in the Passenger and Payload entries in the applicable C^2 system (GDSS or C^2IPS) within 15 minutes after aircraft departure. Passenger and cargo information can be obtained from the aircraft commander or the Air Terminal Operations Center (ATOC) at locations with an AMC presence.

Chapter 5

AUTOMATED SYSTEMS

The Air Force is not alone in the ITV arena. When developing new AIS, e.g. cargo/passenger manifesting/ movement systems, it is imperative the potential customer, their automated data systems, and how those systems will interface with new Air Force systems to feed GTN, be considered in the developmental stage of the new system(s). Therefore ITV will be a cornerstone upon which these systems are developed and fielded and is applicable to current as well as maturing Air Force systems still in the fielding/interfacing stages.

5.1. Global Transportation Network – ITV System.

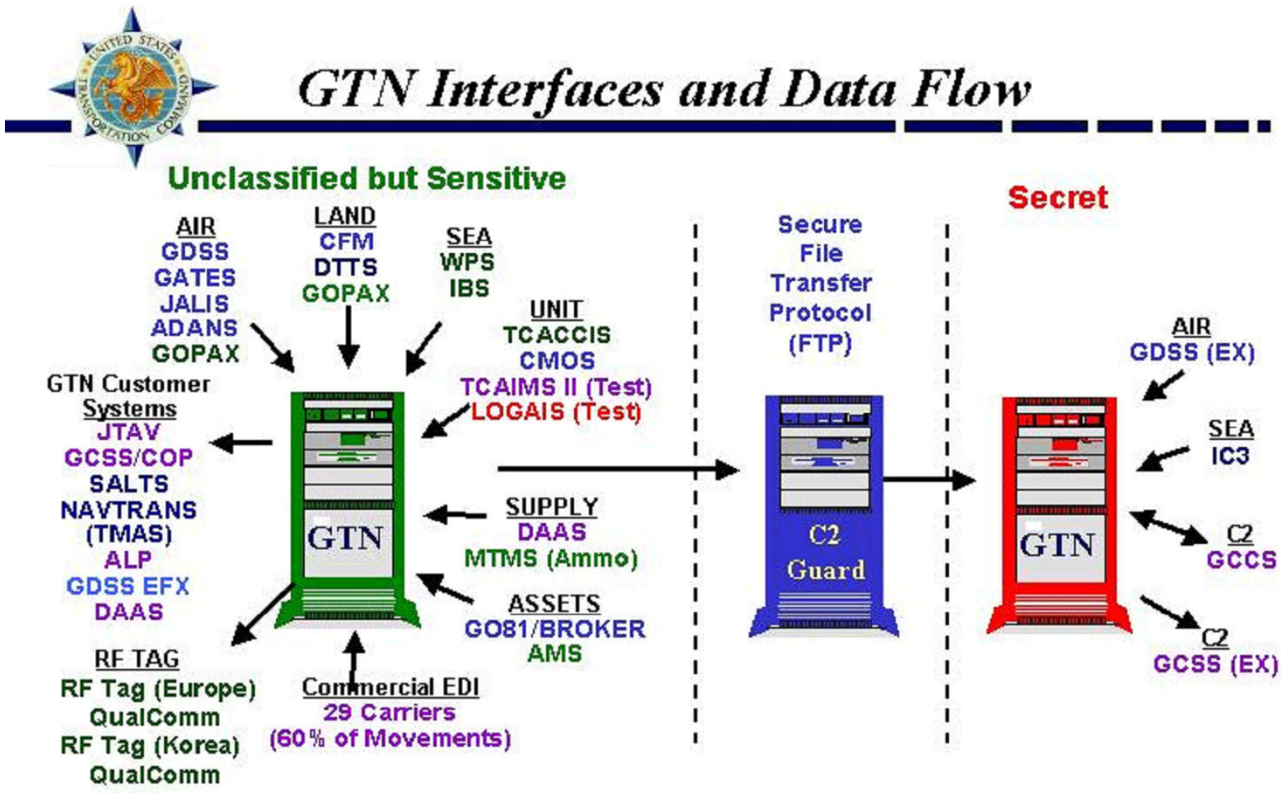
5.1.1. GTN is the DoD's single source of in-transit shipment information as well as the designated ITV system for the DoD. To obtain ITV information, customers need to use GTN to conduct a query for data using a variety of options (e.g., aircraft mission numbers, TCNs, locations, national stock numbers, etc.). GTN was conceived to be the chief "information broker" for the DoD transportation enterprise. Its mission:

5.1.1.1. Deliver comprehensive ITV.

5.1.1.2. Support transportation command and control at USTRANSCOM and its component commands.

5.1.1.3. Guide transportation decision-making throughout DoD.

Figure 5.1. GTN Interfaces and Data Flow.



5.1.2. USTRANSCOM GTN gives its customers located anywhere in the world, a seamless near-real-time capability to access and employ transportation and deployment information. The GTN home page is located at **https://www.gtn.transcom.mil**.

5.1.3. GTN is a web-based automated command and control information system that supports the family of transportation users and providers-- both DoD and commercial, by providing an integrated system of in-transit visibility information and command and control capabilities. GTN collects and integrates transportation information from selected transportation systems. The resulting information is provided to the National Command Authorities (NCA), combatant commanders, USTRANSCOM, its component commands, and other DoD customers to support transportation planning and decision-making during peace and war.

5.1.4. GTN Customer Support Center (GCSC) - Provides one-stop shopping for GTN customer support for GTN functional training, Help Desk support, on-site assistance (GTN Outreach Team), technical support and GTN user account management. Email: **http://gtnpmo.transcom.mil/information/** **http://wwwgtnpmo.transcom.mil/information**. Functional Requirements: DSN 779-1036.

5.1.4.1. GTN Outreach/Training
Commercial (618) 229-1060, DSN 779-1060
Fax: Commercial (618) 256-6600, DSN 576-6600

GTN Training Site: https://wwwgtnpmo.transcom.mil/gtntraining.

5.1.4.2. GTN Help Desk (technical difficulties, error messages and system problems)
Toll free in the US (877) 906-0246
Commercial (618) 256-6836, or DSN 576-6836
Fax: Commercial (618) 256-8768, DSN 576-8768 (Please do not send account requests to this fax number: see GTN Account Administration below)

Email: **mailto:helpdesk@gtn.scott.af.mil** (unclass)

Email: **mailto:Gtnhelp@transcom.smil.mil** (classified)

E-Mail: **mailto:USTRANSCOM-GTNHELPDESK@hq.transcom.mil**.

5.1.4.3. GTN User Account Administration (getting or changing a GTN user account)
Commercial (618) 229-1015
DSN 779-1015, STU III DSN 576-6869
Fax: Commercial (618) 256-6600, DSN 576-6600.

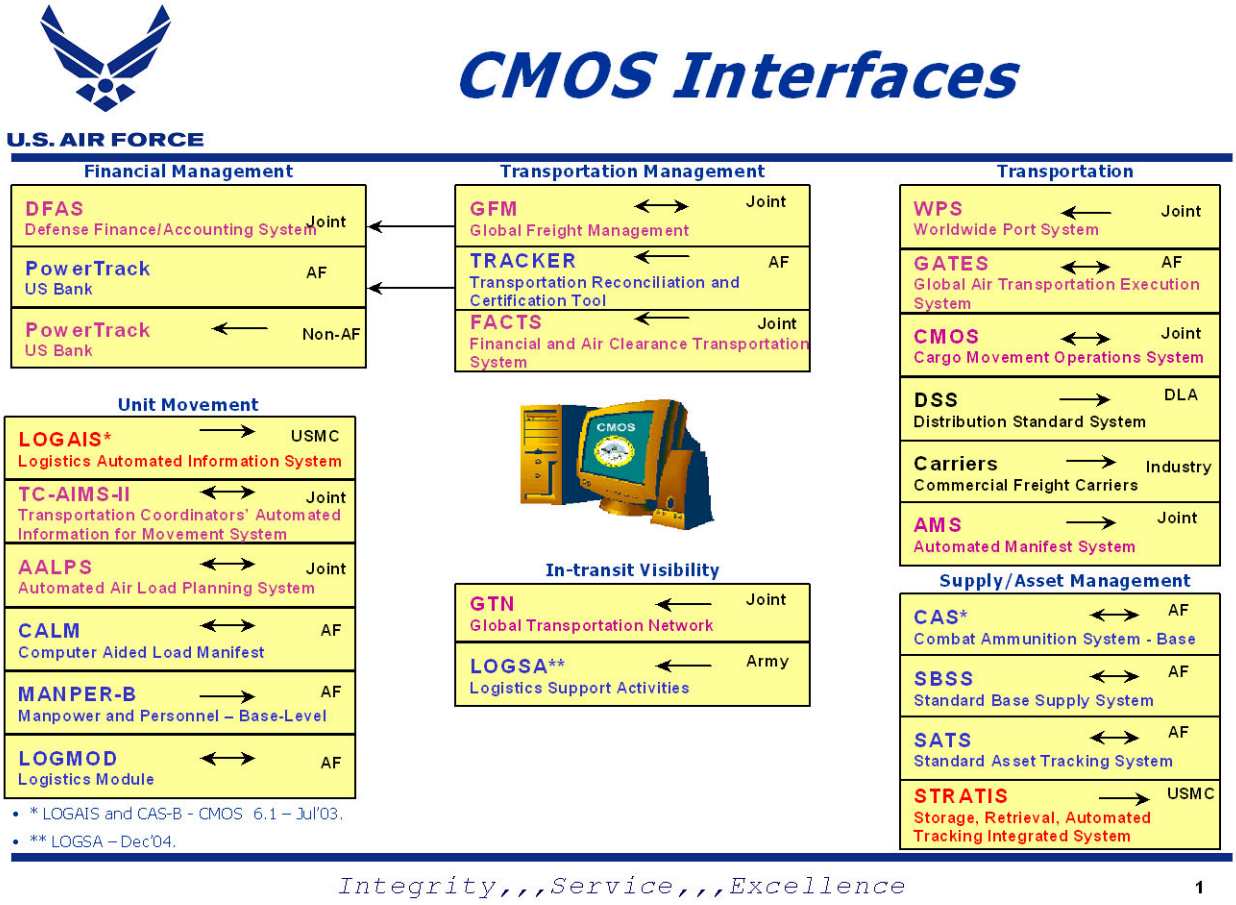
5.1.5. USTRANSCOM. In a memorandum dated 21 July 1994, the Deputy Under Secretary of Defense for Logistics formally tasked USTRANSCOM to lead the ITV effort for the DoD. Since 1994, USTRANSCOM has initiated a process to fill doctrinal voids in articulating ITV roles, responsibilities, and reporting requirements in joint publications. Tactics, techniques, and procedures were identified and incorporated into existing joint doctrine with emphasis on ITV functions related to the ability to capture the identity, status, and location of DoD passengers and cargo moving from origin to destination. USTRANSCOM seeks to attain 95 percent visibility of all DoD shipments by 2004 (the Air Force seeks 100%).

5.2. Cargo Movement Operations System - ITV Feeder System.

5.2.1. AIS are essential in achieving operational efficiencies required to meet responsive mission support. CMOS is a combat support AIS that automates installation cargo movement during peacetime and deployment cargo and passenger movement during contingency operations. CMOS serves as the source data system essential to ITV of cargo and passenger movement and supports all Air Force distribution/traffic management freight functions. CMOS is designed to efficiently collect, process, and transmit transportation data required to move outbound freight, receive inbound freight, direct in-transit freight, perform airlift clearance, support contingency requirements and provide command and control oversight of cargo moving in the DTS. CMOS provides data to GTN. GTN can be queried in several different ways, depending on what information is desired. The ability of CMOS to send data to GTN is what gives users ITV. In addition, CMOS sends advance shipping notices to receiving CMOS stations. When an asset arrives, the shipping data is already resident on the receiving station's CMOS system, permitting instant in-checking and effecting ITV. Air Force Communication Security Manual 24-737, Volume I, *CMOS Software Center Operator Manual*, includes detailed user instructions

including on-line help functions. See HQ Standard Systems Group (SSG) web site at https://www.ssg.gunter.af.mil/CMOS for training, additional instructions, and updates to the on-line CMOS functions.

Figure 5.2. CMOS Interfaces.



5.2.2. Packaging and Planning - Outbound Freight. The automated outbound freight process begins with electronic receipt of shipment information from the source activity, which in most cases is the local retail supply function. Advance receipt of shipment information affords the opportunity to plan the shipment prior to arrival of the cargo and populates numerous database tables in CMOS precluding the need to manually enter or create this information. The in-checker scans cargo arriving in the packaging and planning section using hand-held terminal or workstation personal computer. CMOS performs a verification data check against pre-loaded data received from the base-level supply system. The CMOS database is then updated to show receipt. An electronic receipt, formerly a signature, is then sent to the retail supply activity.

5.2.2.1. The data captured during this process produces the bar-coded shipping label, hazardous cargo certification, Bills of Lading, air manifest, truck manifest, and all standard registers and reports maintained by the local transportation office. ATCMDs are electronically transmitted to

the clearance authority (air/surface) for export and retrograde materiel. Electronic interfaces with the movement control agencies for Common User Land Transportation (CULT), in overseas theaters, are in the planning stage.

5.2.2.2. As each shipment is released, CMOS electronically transmits shipment information to the retail supply activity, destination, ports of embarkation, military carriers, and to system interfaces such as the Industry Information Processor (I2P), Global Freight Management-Host (GFM-Host) system and US Bank's PowerTrack System. The I2P module in CMOS enables CMOS to communicate with express carrier systems, resulting in the elimination of duplicate data entry. It also combines military and commercial carrier shipping labels and uses EDI to transmit shipping data. GFM-Host is an interface with CMOS that allows the user to route and rate shipments through Military Traffic Management Command (MTMC) and electronically pass CBL/GBL information to MTMC for costing and to PowerTrack for payment.

5.2.3. Inbound Freight. The inbound freight process begins with electronic receipt of advance shipment information from the shipping activity through either Defense Data Network or diskette. When the cargo physically arrives, it is compared against pre-loaded data by scanning bar-coded shipping labels. The cargo is in-checked and the CMOS database updated to show receipt. Discrepant cargo is identified and reported and cargo is turned over to the requisitioning organization. CMOS supports the Transportation Discrepancy Reporting System by automatically establishing reporting suspense dates for discrepant cargo, reconciling over and short shipments, and producing the SF Form 361, *Transportation Discrepancy Report*. See DTR, Part II.

5.2.4. Deployment Management. CMOS or, at AMC aerial ports, GATES is mandatory for use in the deployment function of Air Force units to support worldwide contingency operations, channel missions and unit movements. CMOS provides numerous processes to aid in that support. AFI 10-403, *Deployment Planning*, provides further guidance on unit deployments. MAJCOM, FOA and DRU supplements should also include additional guidance on unit deployments.

5.2.5. Inspection Checklist and Training. The CMOS Inspection Checklist and training for CMOS is located on the CMOS website **https://www.ssg.gunter.af.mil/CMOS** and should be used to ensure compliance with CMOS operating procedures.

5.3. Global Air Transportation and Execution System - ITV Feeder System.

5.3.1. GATES is an Air Mobility Command air transportation system that supports fixed, deployed, and mobile sites. GATES will process, manifest, and track passengers and cargo; support resource management and provide command and control support information. It will also generate cargo, passenger, and resource reports at headquarters and unit level, and will provide message routing and delivery for all AMC transportation airlift operators regardless of size, workload volume, configuration, or location.

5.3.2. GATES and CMOS are interchangeable in the Installation Deployment System (IDS) process to support AMC cargo and passenger manifesting and ITV data pushes to GTN.

5.3.3. Tanker Airlift Control Element (TALCE): USAF (AMC) element under USTRANSCOM. It is a mobile C^2 organization deployed to support strategic and theater air mobility operations at en route and in-theater airhead locations. TALCEs operate the airfield to include ramp operations, aircraft parking, and aircraft load/off-load operations. TALCEs provide on-site management of air mobility operations to include C^2, communications, aerial port services, maintenance, security, transportation,

weather, intelligence, and other required support operations. TALCEs DO NOT receive and process planeloads of cargo and personnel for onward movement. That is the responsibility of the arrival/departure airfield control group (A/DACG); a provisional Army or Marine element created for that purpose. **AMC's mission will include ITV at all aerial ports.**

5.3.3.1. When a TALCE departs deployed locations (removes GATES and possibly International Marine/Maritime Satellite (INMARSAT)) and is replaced by another Air Force organization or component, it is the responsibility of the replacement organization or component to provide trained personnel and equipment (CMOS/GATES or other passenger/cargo movement systems) to accomplish assigned tasking. Coordination with AMC and/or departing TALCE is essential to ensure there is no gap in reporting cargo and passenger movement.

5.3.3.2. To support the movement of logistic requirements to meet the geographic combatant commander's strategic and operational objectives the geographic combatant commander may assign responsibilities to the Service component most capable of performing the mission. The most-capable-Service arrangement is usually the most efficient and flexible. Manpower and training on the operation of cargo/passenger movement systems at the sustainment operation is the responsibility of the Service organization/unit(s) assigned those responsibilities. For Air Force units, HQ Standard Systems Group (SSG) and AMC/A43I are sources for cargo/passenger movement systems training.

5.3.3.3. AMC has separate UTCs for ITV – reporting movement is a part of the overall transportation cargo and passenger process.

5.3.3.4. AMC restructured the cargo and passenger UTC to incorporate GATES reporting as a function of the job (AMC/A43R).

5.3.4. Access the GATES quick reference pamphlet and other GATES information at: **https://amclg.scott.af.mil/doz/dozm/gates/index.htm**.

5.4. Global Decision Support System (GDSS) - ITV Feeder System.

5.4.1. GDSS is AMC's force level C^2 system supporting Tanker Airlift Control Center (TACC) execution authority for effective airlift mission management. It provides AMC accurate, near real-time data required for making decisions concerning the deployment and employment of AMC resources. GDSS interfaces with several C^2 and transportation systems, including C^2IPS, Consolidated Air Mobility Planning (CAMPS), GATES, and USTRANSCOM's GTN.

5.4.2. AMC has several information systems (e.g., C2, Transportation, etc.). To achieve ITV, a user or system must marry GDSS data (e.g., airlift schedule, movement data, mission remarks, etc.) with other transportation system information (e.g., passenger manifests, cargo manifest, etc.). To facilitate the sharing/marrying of information, GDSS uses the AMC mission as a means to attach related planning and execution data (e.g., airlift requirement, departure, arrival, advisories, delays, load data, diplomatic clearance, human remain, crew data, assigned tail number, controller remark, etc.). To accommodate both general user & interfacing system requirements, each mission has a minimum of two mission identifiers (e.g., Leg Mission Identifier, Primary Mission Key, etc.). The Leg Mission Identifier is a user entered 12 alphanumeric field that is assigned to a specific mission or mission segment within a mission. The Primary Mission Key is a computer generated 12 alphanumeric field that provides a unique key to reference a mission throughout the mission's life cycle (see **Attachment 3**).

5.4.3. GTN uses the mission identifiers to link C2 and Transportation system information; to provide the deployment community a mission identifier so that user can track the items they want moved.

5.5. Commercial Web-Based Tracking Capabilities.

5.5.1. Most domestic commercial transportation companies have established web-based tracking capabilities that can be used to complement DoD ITV. Domestic carriers that do business with the DoD are mandated to link their EDI feeds to GTN. GTN is the sanctioned DoD ITV system, but utilizing a commercial company's web-based tracking capability can significantly assist the customer in determining the location of an asset if the customer possesses the commercial tracking number. Worldwide Express Carrier and the DoD Domestic BPA web-based tracking sites are:

http://www.fedex.com/us/tracking/

http://www.ups.com/WebTracking/track?loc=en_US

http://www.dhl.com/index.jsp

http://track.airborne.com/TrackByNbr.asp

http://www.baxglobal.com/defaultFRM.asp?s=ShipmentTracking&pg=/Tracking/

http://www.emeryworld.com/eww/emeryapplications/tracking/trackform.asp

5.5.2. For the Air Force AFMC has developed TRACKER, an Internet web site that provides users with information from its data warehouse, which is filled by numerous data systems used by the DoD. The web site is actually a data mining and display tool for the Oracle database. TRACKER access and user's manual are found at **https://tracker.wpafb.af.mil**.

5.5.2.1. Information in the TRACKER database is aligned and presented to fulfill a single purpose: to provide the user with information on their requisitions, with emphasis placed on the flight line base level user. There are numerous data systems that provide management oversight on many things, but there are none that focus on getting information about requisitions to the lowest level personnel that really need it.

5.5.2.2. TRACKER works by getting copies of the transactions that are transmitted between the computer systems used to acquire, store, repair, and move assets for the Air Force. These transactions are in military standard formats as defined in MILSTRIP, MILSTRAP, MILSCAP, MILSBILS and MILSTAMP. For TRACKER assistance contact AFMC/LG/LSO/LOL online at **https://www.afmc-mil.wpafb.af.mil/HQ-AFMC/LG/LSO/lol**, DSN 787-4315.

5.6. Forms Adopted: DD Form 1385, Cargo Manifest, DD Form 1384, Transportation Control and Movement Document (TCMD), and SF 361, Transportation Discrepancy Report (TDR).

SUSAN A. O'NEAL
Assistant DCS/Installations & Logistics

Attachment 1

GLOSSARY OF REFERENCE AND SUPPORTING INFORMATION

References

DoD 4500.9-R, Defense Transportation Regulation

CJCSM 3122.02B, Crisis Action Time-Phased Force and Deployment Data

AFI 24-101, Passenger Movement

AFI 24-201, Cargo Movement

AFPD 24-1, Personnel Movement

AFPD 24-2, Preparation, Movement of Air Force Material

AFI 10-403, Deployment Planning and Execution

AFPD 10-4, Operations Planning

AF Pamphlet 10-417, Deployment Management

AMCI 24-101V9, Air Terminal Operations Center

AMCI 24-101V11, Military Airlift-Cargo and Mail

AMCI 24-101V14, Military Airlift-Passenger Service

AMCI 24-101V18, Military Airlift- AMC Aerial Port Mobility Units and Aerial Delivery Flights

AMAN 23-110 Basic USAF Supply Manual, Volume 1

The Defense In-transit Visibility Integration Plan

Global Combat Support System CINC 129, Category One Requirements

Expeditionary Aerospace Force Implementation Program Action Directive

Abbreviations and Acronyms

AALPS—Automated Air Load Planning System

ADANS—Air Mobility Deployment Analysis System

AIS—Automated Information System

AIT—Automatic Identification Technology

ALM—Air Load Module

AMC—Air Mobility Command

AMS—Asset Management System or Air Mobility Squadron

APOD—Aerial Port of Debarkation

APOE—Aerial Port of Embarkation

APS—Aerial Port Squadron

APES—Automated Patient Evacuation System

ASCII—American Standard Code for Information Exchange

ATOC—Air Terminal Operations Center

C^{2}IPS—Command and Control Information Processing System

CAEMS—Computer-Aided Embarkation Management System

CAMPS—Consolidated Air Mobility Planning System

CDF—Cargo Deployment Function

CDMC—CONUS Distribution Management Cell

CFM—CONUS Freight Management

CMOS—Cargo Movement Operations System

CONUS—Continental United States

DAAS—Defense Automatic Addressing System

DGATES—Deployed Global Air Transportation Execution System

DMRIS—Defense Medical Regulating Information

DO—Director of Operations

DOD —Department of Defense

DODAAC—DoD Activity Address Codes

DSS—Distribution Standard System

DTS—Defense Transportation System

DTTS—Defense Transportation Tracking System

FACTS—Financial and Air Clearance Transportation System

FOB—Free on Board

GATES—Global Air Transportation Execution System

GCCS—Global Command and Control System

GDSS—Global Decision Support System

GOPAX—Groups Operational Passenger System

G081—Data System Designator G081

GSU—Geographically Separated Unit

GTN—Global Transportation Network

HHQ—Higher Headquarters

1^{2}P—Industry Information Processor

IBS—Integrated Booking System

IC3—Integrated Command, Control, and Communications System

ILGS—Integrated Logistics System

INMARSAT—International Maritime Satellite

ISB—Intermediate Staging Base

ITV—In-transit Visibility

JALIS—Joint Air Logistics Information System

JI—Joint Inspection

JOPES—Joint Operations Planning and Execution System

JOSAC—Joint Operational Support Airlift Center

JPAV—Joint Personnel Asset Visibility

JTAV—Joint Total Asset Visibility

LGX—Base Wing Logistics Section

LIF—Logistics Intelligence File

LIPS—Logistics Information Processing System

LOGMOD—Logistics Module

LSA—LOGMOD Stand Alone

MAGTF II—Marine Air Ground Task Force War Planning System II

MAGTF II/LOGAIS—Marine Air-Ground Task Force War Planning System II/Logistics Automated Information System

MANPER-B—Manpower Personnel-Base Level

MDSS IIMAGTF—Deployment Support System II

MIDAS—Military International Dispatch and Accountability System

MTMC—Military Traffic Management Command

MTMS—Munitions Transportation Management System

OSA—Operational Support Airlift

PDF—Passenger Deployment Function

POD—Port of Debarkation

POE—Port of Embarkation

PRAMS—Passenger Reservation and Manifesting System

PSC—Passenger Service Center

QAE—Quality Assurance Evaluator

QMAN—Quick Manifest

RGATES—Remote Global Air Transportation Execution System

SDS—Standard Depot System

SEASTRAT—Strategic Planning and Analysis System

SMS—Single Mobility System

STRADS—Strategic Deployment System

TACC—Tanker Airlift Control Center

TALCE—Tanker Airlift Control Element

TAV—Total Asset Visibility

TC-ACCIS—Transportation Coordinator's Automated Command and Control Information System

TC-AIMS II—Transportation Coordinator's Automated Information for Movement System II

TCN—Transportation Control Number

TMS—Transportation Management System

TOPS—Transportation Operational Personal Property Standard System

TPFDD—Time-Phased Force Deployment Data

TRAC2ES—TRANSCOM Regulating and Command and Control Evacuation System

TRAMS—Transportation Automated Management System

ULN—Unit Line Number

USTRANSCOM—United States Transportation Command

UTC—Unit Type Code

VIPS—Vessel Information Planning and Analysis System

WPS—Worldwide Port System

Terms

Automatic Identification Technology—A suite of tools for facilitating total asset visibility (TAV) source data capture and transfer. Automatic Identification technology includes a variety of devices, such as bar codes, magnetic strips, optical memory cards, and radio frequency tags for marking or "tagging" individual items, multi-packs, equipment, air pallets, or containers, along with the hardware and software required to create the devices, read the information on them, and integrate that information with other logistic information. (JP 1.02)

Cargo—Any items or supplies in transit.

Cargo Deployment Function—The installation focal point for monitoring all deployment and redeployment cargo processing activities.

Defense Transportation System—That portion of the Nation's transportation infrastructure that supports Department of Defense common-user transportation needs across the range of military operations. It consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the Department of Defense. Also called DTS. (See also common-user transportation; transportation system in Joint Pub 1-02).

Deployment—The movement of forces within operational areas; the positioning of forces into formation for battle; the relocation of forces and material to desired operational areas. Deployment encompasses all activities from origin or home station through destination, specifically including intra-continental United States, inter-theater, and intra-theater movement legs, staging, and holding areas.

Destination—The location to which units, materiel, or individuals are traveling. Commanders, Military Services, or Defense Agencies designate it.

Drillable—Drillable cargo data displays TCN(s), pieces/weight/cube, etc. Drillable passenger data displays the Passenger names, SSAN, etc. Drillable means going to a deeper level of detail.

In-Transit Visibility—The ability to track the identity, status, and location of DoD unit and non-unit cargo (excluding bulk petroleum, oils, and lubricants) and passengers, patients, and personal property while in-transit through the DTS from origin to consignee or destination across the range of military operations.

Joint Total Asset Visibility—A capability designed to consolidate source data from a variety of joint and Service automated information systems to provide joint force commanders with visibility over assets in-storage, in-process, and in-transit. (JP 1-02)

Legacy Systems—A term used to describe automated information systems that perform the same function as those performed by selected migration systems. Legacy systems have a finite life, with all further system development and modernization resources applied to the selected migration system.

Manifest—A document listing in detail the passengers, cargo, or mail carried aboard.

Migration Systems—Existing or planned and approved automated information systems officially designated to support standard processes.

Movement Control—The planning, routing, scheduling, and control of personnel and freight movements over lines of communication. It includes the reception and onward movement of personnel, equipment, and supplies.

Non-Unit Cargo—Supplies in transit that are not part of a unit or its equipment. Synonymous with sustainment cargo.

Non-Unit Personnel—All personnel requiring transportation to or from an area of operations other than those traveling with a specific unit.

Origin—The location from which personnel or material commence movement to a destination.

Passenger Deployment Function—An organized processing activity designed to ensure deploying personnel are properly accounted for and prepared for deployment. It serves as the installation's focal point for monitoring all personnel processing activities to include orders preparation and production, eligibility screening, passenger manifesting, pre-deployment briefings, passenger baggage handling and passenger loading.

Personnel Support for Contingency Operations (PERSCO) Team—Assists the deployed commander in achieving 100% accountability of deployed forces by tracking and updating personnel Duty Status Change (DSC) reports in a timely manner.

Port of Debarkation—A station that serves as an authorized port to process and clear aircraft, ships, and traffic for entrance to the country in which it is located.

Port of Embarkation—A station that serves as an authorized port to process and clear aircraft, ships, and traffic for departure from a particular country.

Shipment Identification Number—The unique number that identifies a shipment. (Includes GBL, TCMD, lead TCN, air manifest, etc.)

Sustainment Cargo—Supplies in transit that are not part of a unit or its equipment and therefore not documented with a unit movement transportation control number. Synonymous with non-unit cargo and peacetime cargo.

Theater—A geographical area outside CONUS for which a commander of a unified command has been assigned military responsibility.

Total Asset Visibility—The capability to provide users with timely and accurate information on the location, movement, status, and identity of units, personnel, equipment, material, and supplies. It also includes the capability to act upon that information to improve overall performance of the Department of Defense's logistics practices. (JP 1-02)

Transloading—A term used to describe the transfer of passengers/cargo from a specific inter-theater mission to another specific inter-theater mission or missions.

Transportation Control Number—A unique 17-position alphanumeric data element assigned to control a shipment unit throughout the transportation pipeline.

Transportation Control and Movement Document—The shipment information document (DD Form1384, Transportation Control and Movement Document). It provides advance notice of shipments and the information necessary to process the shipments through the Defense Transportation System. The TCMD is the basis for preparation of air and surface manifests and for compiling logistics reports.

Unit—Any military element whose structure is prescribed by an authority, such as a Table of Organization and Equipment.

Unit Equipment—The equipment prescribed to be in a unit's possession by an authority such as a Table of Organization and Equipment. The transportation of unit equipment is documented with a unit movement transportation control number.

Unit Line Number—A seven-character code used to identify military units for a particular operational plan. It is comprised of a five-character force requirement number plus two possible addition characters (the fragmentation and insert codes).

Unit Personnel—All personnel assigned or attached to a specific unit and requiring movement as a unit to or from a theater or area of operations.

Unit Type Code—A five-character alphanumeric designator uniquely identifying each force requirement. **NOTE:** that LOGMOD uses a sixth digit that denotes the UTC status.

Attachment 2

SYSTEM DESCRIPTIONS

A2.1. This attachment describes a number of systems that contribute to the Department of Defense in-transit visibility system. Though extensive, this list of systems is not necessarily all encompassing. Additionally, as new systems are developed and replace legacy systems, or as systems are subsumed by newer systems, the systems described herein may become inaccurate. The office or organization identified in brackets is the system developer.

Table A2.1. System Descriptions.

AALPS - Automated Air Load Planning System [USA]. A knowledge-based expert system that enables users to plan aircraft loading for large deployments. It creates and edits load plans used in actual deployments, as well as allowing planners to build force packages that are used to determine airlift requirements. It has become the Air Load Module of TC ACCIS, GATES/RGATES and will migrate to TC-AIMS II to perform the same function.

ALM - Air Load Module [USA]. It is an air load-planning module of TC ACCIS using AALPS (see AALPS). It is a migration system to perform similar functions in TC- AIMS II for all military services.

AMS - Asset Management System [MTMC]. A developing GTN interface system that automates the management of the DoD Interchange Freight Car Fleet and the Common User Container Fleet. It replaces two legacy systems: Defense Rail Interchange Fleet System and joint Container Control System.

APES - Automated Patient Evacuation System [AMC]. A system that automates processes involved in transporting patients to medical treatment facilities worldwide. It includes automated patient manifesting, itinerary and mission planning, management reporting, and interagency communication. It interfaces with the Defense Medical Regulating Information System. It is a legacy system of TRAC^{2}ES.

C^{2}IPS - Command and Control Information Processing System [AMC]. A Migration system that will interface with GTN. It enables AMC organizations to exchange information between the operation, logistics, transportation, and intelligence functional areas. It is a single, integrated computer system to aid the command and control activities in theater.

CAEMS - Computer-Aided Embarkation Management System [USMC]. A component system of MAGTF IT/LOGAIS that assist, Marine Corps personnel in planning, documenting, and executing amphibious, Marine Propositioned Force, and commercial shipping load plans. It supports tactical and administrative loading and provides advanced artificial intelligence capabilities to assist planners in making stowage decisions.

CAMPS - Consolidated Air Mobility Planning System [AMC]. The new name for the GTN migration system known as ADANS that captures airlift-planning requirements. It will interface with GTN.

CFM - CONUS Freight Management [MTMC]. A migration system scheduled to interface with GTN. It automates shipment planning and document preparation for government bill of lading (GBL) shipments. Through the use of electronic data interchange (EDI) techniques; it exchanges shipment information with users from transportation offices, carriers, and the Defense Finance and Accounting Service. The CFM Field Module, which is replacing TRAMS, will support vendor shipments with delivery terms of FOB origin, by processing shipment data and creating GBLS.

CMOS - Cargo Movement Operations System [USAF]. An Air Force installation system that automates base shipment processes in support of peacetime and contingency operations. CMOS serves as the source data system essential to in-transit visibility of cargo and passenger movement.

DAAS - Defense Automatic Addressing System [DLA]. A GTN interface system that record, MILSTRIP and other transactions and routes them among DoD activities.

DCAPES - Deliberate and Crisis Action Planning and Execution Segment. Provides integrated planning and execution support system for operations, logistics, manpower and personnel functional communities. Integrates Air Force planning and execution automated processes into JOPES.

DSS - Distribution Standard System [DLA]. An information source system of GTN. The migration system that will replace many existing distribution legacy systems. Those legacy systems include DLA's Defense Warehousing and Shipping Procedures (DWASP), Army's Supply Depot System (SDS), Navy Automated Transportation and Documentation Sys-tem (NAVADS), and the Air Force's Stock Control and Distribution (SC&D) system.

DTTS - Defense Transportation Tracking System [DoD /USN/MTMC]. A GTN interface system that monitors all CONUS weapons, ammunition, and explosives shipments moving by truck. It performs this task using a commercial satellite tracking surveillance service, which provides DTTS with truck location reports, in-transit truck status changes, and emergency situation notifications. A limited capability is also available in the European Command.

FACTS - Financial and Air Clearance Transportation System [USN]. An automated transportation system of the Navy that will replace NATDS and provide data visibility through interface with GTN, WPS, and GATES. It is designated the migration air clearance authority system for all Services.

GATES - Global Air Transportation Execution System [AMC]. The current real–time system that will support fixed, deployed, and mobile sites. It will process and track passengers and cargo; support resource management and provide command and control support information. It will also generate cargo, passenger, and resource reports at headquarters and unit level, and will provide message routing and delivery for all AMC transportation airlift operators regardless of size, workload volume, configuration, or location.

GCCS - Global Command and Control System [JCS]. An automated information system designed to support military operations, deliberate, and crisis action planning. It will provide time-phased force deployment data and movement requirements to GTN.

GCSS-AF - Global Combat Support System-Air Force. Modernization program aimed at modernizing existing combat support systems, such as supply, maintenance, civil engineering and services with state-of-the-art technology. GCSS-AF will provide the warfighter and other airmen with an integrated view of the combat support assets at their disposal and then track the status and location of those assets in real time.

GDSS - Global Decision Support System [AMC]. A GTN interface system that provides aircraft scheduling and execution information. An AMC migration system that records and displays airlift schedules, aircraft arrivals and departures, and limited aircraft status. It provides executive level decision support. An original GTN prototype interface system, it will be part of GTN's initial operating capability.

GOPAX - Groups Operational Passenger System [MTMC]. A GTN interface system that provides operational and management information support in arranging group/unit movement transportation by bus, rail, or air. It will automate this Headquarters MTMC function- and provide both installation transportation office/traffic management office and carrier automated interface.

G081 - Data System Designator G081 [AMC]. The AMC's Core Automated Maintenance System for Airlift is a base-level automated maintenance management system that will provide aircraft status and location to GTN.

GTN - Global Transportation Network [USTRANSCOM]. GTN gives its customers located anywhere in the world a seamless, near-real-time capability to access – and employ – transportation and deployment information. GTN is an automated command and control information system that supports the family of transportation users and providers, both Department of Defense (DoD) and commercial, by providing an integrated system of in-transit visibility information and command and control capabilities. GTN collects and integrates transportation information from selected transportation systems. The resulting information is provided to the National Command Authorities (NCA), Combatant Commanders (COCOMs), USTRANSCOM, its component commands, and other DoD customers to support transportation planning and decision-making during peace and war. In keeping with modern technology, GTN is completely available on the Internet's World Wide Web.

GTN-21 - Global Transportation Network for the 21st Century [USTRANSCOM]. The USTRANSCOM GTN-21 vision is to gather the family of transportation customers and providers of lift into an integrated DTS data infrastructure that will provide the ITV and C^2 decision support information necessary to meet customer requirements with full operational capability planned for fiscal year 2007.

I2P - Industry Information Processor [USAF]. A front-end system of CMOS that standardizes and captures, shipment information from small parcel carriers, and generates ASC X12 858 information and standard commercial and military shipping labels.

IBS - Integrated Booking System [MTMC]. A MTMC traffic management system that interfaces with GTN. It registers cargo for sealift, provides schedules for unit arrival at ports, and issues port calls to units. IBS includes the functionality of Military Export Traffic Sys-tem II (METS II) and ASPUR.

IC^3 - Integrated Command, Control, and Communications System [MSC]. The Military Sealift Command's command, control, and communications system, that provides vessel schedules and locations. IC3 replaces the Vessel Information Planning and Analysis System (VIPS). IC3 interfaces (SIPRNET) with GTN.

IDS - Integrated Deployment System. System that integrates the following: Logistics Module (LOGMOD), Manpower and Personnel Module Base-Level (MANPER-B), Cargo Movement Operations System (CMOS), Global Air Transportation Execution System (GATES) and Automated Air Load Planning (AALPS).

ILGS - Integrated Logistics System [USA]. The system that replaces SDS as the principal automated system for supporting day-to-day operations and management functions at Army-operated depots.

JALIS - Joint Air Logistics Information System [USN]. A developing joint system that will be used to schedule operational support aircraft, providing ITV of requirements and missions. JALIS will interface with GTN.

JOPES - Joint Operations Planning and Execution System [JCS]. The foundation of DoD's conventional command and control system, which comprises policies, procedures, and reporting systems supported by automation. It is used to monitor, plan, and execute mobilization, deployment, employment, and sustainment activities in peace, exercises, crises, and war.

JPAV - Joint Personnel Asset Visibility [JCS]. A developing joint system that will provide visibility of the data from other systems describing all personnel resources either within the area of operations or entering the area of operations. Additionally, it will provide visibility of redeploying and evacuated personnel.

LIF - Logistics Intelligence File [USA]. A system that records Army MILSTRIP transactions placed at the wholesale resupply level and MIL-STAMP transactions for transportation from origin to CONUS destination, or from port of embarkation to port of debarkation.

LIPS - Logistics Information Processing System [DLA]. A relational database containing supply-related information extracted from requisitions and other related transactions that flow among DoD units, ICPS, and sources of supply through DAAS. It serves as DoD's central repository of information on the status of requisitions.

LOGFOR - Logistics Force Packaging System. A Manpower and Equipment Force Packaging (MEFPAK) subsystem that provides equipment and material requirements and summarizes transportation characteristics through its Logistics Detail component.

LOGMOD - Logistics Module. Automates the development and distribution of UTC packages. At the Installation/Wing level, it provides the capability to schedule, monitor, and control movement of cargo and personnel via air or surface modes of transportation. Used at all levels of command. At Headquarters Air Force, it is used to analyze and approve UTC equipment detail, build the MEFPAK report, and update standard UTCs in JOPES. Used at MAJCOM level to analyze and approve UTC equipment detail and to report tailored UTCs to JOPES. LOGMOD is used at squadron/unit level Unit Deployment Managers to track unit personnel readiness and for selection of cargo and personnel to fulfill UTC requirements. Provides standard reports for management of authorized data and real-time data to commanders for planned or contingency operations.

LOGPLAN - Logistics Planning Subsystem. A LOGMOD software package that planners use in building detailed materiel data to support specific OPLAN**s.**

MEFPAK - Manpower and Equipment Force Packaging System. A data system supporting contingency and general war planning with predefined and standardized personnel and equipment force pack-ages. MEFPAK, which operates in the command and control environment, comprises two subsystems: Manpower Force Packaging System (MANFOR) and Logistics Force Packaging System (LOGFOR). (AFMAN 10-401, Volume 1)

MANPER-B - Manpower and Personnel Module-Base Level (MANPER-B). The base level automated capabilities in DCAPES supporting operation, contingency, deployment and exercise planning, readiness, and execution responsibilities. This is a Personnel accountable system.

MANFOR - Manpower Force Packaging System. A MEFPAK subsystem that provides: 1) the title of the unit or force element and its unique Joint Chiefs of Staff Unit Type Code, 2) the mission capability statement (MISCAP) containing the definition of a UTC's capability, and 3) the manpower detail by function, grade (officers only), and Air Force specialty code required to meet the defined capability.

MAGTF II - Marine Air Ground Task Force War Planning System II [USMC]. A component system of MAGTF II/LOGAIS that supports planning a wide variety of high-intensity operational requirements. It accelerates the development, sourcing, analysis, and refinement of plans resulting in executable JOPES Time Phased Force Deployment Data bases.

MAGTF II/LOGAIS - Marine Air-Ground Task Force War Planning Sys-tem II/Logistics Automated Information System [USMC]. A family of microcomputer-based systems designed to provide operational forces with a tool kit of capabilities for rapid planning, sourcing, and tracking of logistics resources during all operational stages to include deployment and redeployment. It is composed of MAGTF II, TC AIMS, MDSS II, and CAEMS, which are further defined in the appendix.

MDSS II - MAGTF Deployment Support System II [USMC]. A component system of MAGTF II/ LOGAIS that aids in planning for and supporting rapid military deployments anywhere in the world. It builds and maintains a database of force and equipment data for various MAGTF configurations.

MIDAS - Military International Dispatch and Accountability System [USPS]. An automated dispatch and accountability system that the U.S. Postal Service uses to monitor the movement of all international and military mail.

MTMS - Munitions Transportation Management System [USA]. MTMS is an Army Material Command system used by the joint Munitions Transportation Coordinating Activity for munitions shipment planning.

SDS - Standard Depot System [USA]. Army's day-to-day depot operations and management system. It will be replaced by DSS for those depot operations shifted to DLA and by ILGS for depot operations retained by the Army.

SMS - Single Mobility System [USTRANSCOM]. Provides visibility of air and sea mission requirements using information from CAMPS, GDSS, JOSAC, ANG, AFRC, Denton, and Opportune. Provides decision support tools and access to extensive port data.

SURF - Standard UTC Reference File. File consisting of the LOGFOR subsystem of LOGMOD and the MANFOR subsystem of MANPER-B. It contains all the UTCs for which the base or unit is tasked, is the pilot unit for, or available to be tasked.

TC ACCIS - Transportation Coordinator's Automated Command and Control Information System [USA]. The Army installation level traffic management and deployment system that is used to plan and execute unit deployments and redeployments worldwide, communicate data to the U.S. Forces Command for updating JOPES, and communicate data to MTMC for port operations and load planning. It generates air load plans, air cargo manifests, unit movement data, convoy march tables and clearance requests, rail load plans, bills of lading, and bar-code labels. TC AIMS II is the planned replacement for this system.

TC AIMS II - Transportation Coordinator's Automated Information for Movement System II. A joint system is being developed by the Army *to replace the* Military Services' TC AIMS family of system*s.* It automates the planning, organizing, coordinating, and controlling of unit-related deployment activities. It also permits transportation offices to maintain an automated database of current unit movement data. It will also provide the theater of operations with a joint theater transportation system capability.

TMS - Transportation Management System [USMC]. A system that provides the capability to monitor the movement of carg*o,* and to track, audit, certify, and provide payment for all billings received for the movement of Marine Corps freight, personnel, and contracted accessorial services. This system is not planned to interface with GTN.

TOPS - Transportation Operational Personal Property Standard System [MTMC]. A system that automates the processes and procedures governing the movement and storage of personal property belonging to military members and DoD civilians. It provides the processing and communications necessary for source data automation and ensures the accurate and timely exchange of information between personal property offices and finance centers.

TPFDD – Time-Phased Force and Deployment Data. The JOPES data base portion of an operation plan; it contains time-phased force data, non-unit-related cargo and personnel data, and movement data for the operation plan, including:

a. In-place units.

b. Units to be deployed to support the operation plan with a priority indicating the desired sequence for their arrival at the port of debarkation.

c. Routing of forces to be deployed.

d. Movement data associated with deploying forces.

e. Estimates of non-unit-related cargo and personnel movements to be conducted concurrently with the deployment of forces.

f. Estimate of transportation requirements that must be fulfilled by common-user lift resources as well as those requirements that can be fulfilled by assigned or attached transportation resources.

TRAC^{2}ES - TRANSCOM Regulating and Command and Control Evacuation System [USTRANSCOM]. TRAC^{2}ES is the DoD medical regulating and aero-medical evacuation patient movement system. TRAC^{2}ES merges medical regulating and aero-medical evacuation flight planning into a single comprehensive system to support the cost effective of DoD patients in peace and war. TRAC^{2}ES will provide GTN ITV of patients, patient attendants, and aero-medical crews and equipment, via planned and actual information for medical evacuation missions manifested in TRAC^{2}ES. GTN will provide TRAC^{2}ES with visibility of inter- and intra- theater lift assets and movements of lift capable of being used for medical evacuation. **NOTE:** Medically evacuated patients who have fully recovered and are returning to their home station or returning to the theater of operations are no longer medical evacuees. They are considered regular passengers.

TRACKER - Provides comprehensive supply, transportation, acquisition, and maintenance information with the primary focus being pipeline performance analysis and transportation billing validation. TRACKER's data warehouse allows individual requisitions/TCNs/national stock numbers/bills of lading to be tracked via the world wide web with emphasis on flight line, base level requirements.

TRAMS - Transportation Automated Management System [DLA]. A Defense Contract Management Command (DCMC) legacy system that supports vendor shipments with delivery terms of FOB origin by processing shipment data and creating GBLS. The migration system, CFM Field module, is expected to be available for DCMC in 1997.

TUCHA - Type Unit Character File. A file that provides standard planning data and movement characteristics for personnel, cargo, and accompanying supplies associated with type units. (Joint Pub1-02)

VIPS - Vessel Information Planning and Analysis System [MSC]. A system that will provide the Military Sealift Command with a record of voyages and the location of ships, as well as the location of chartered and space-chartered ships operating in the DTI. VIPs will merge into the IC3 system module.

WPS - Worldwide Port System [MTMC]. An automated information system designed to support the cargo documentation and tracking at common user ocean terminals. A GTN interface system.

Attachment 3

USE OF VALID MISSION NUMBERS

A3.1. This attachment is intended to:

A3.1.1. Identify where valid airlift mission numbers can be obtained (i.e., what systems).

A3.1.2. How to read airlift mission numbers.

A3.1.3. Which airlift mission numbers are to be used by CMOS/GATES operators when building deployment parameters in CMOS/GATES.

A3.1.4. Who should be responsible for obtaining airlift mission number information for contingency/ channel missions departing the installation.

A3.2. Inbound/outbound airlift mission numbers can be obtained from any one of three (3) systems at unit level (GTN, GDSS or C^2IPS). It is recommended the IDO document in the IDP (also known as the Base Deployment Plan (BDP)), a designated OPR within the wing organization responsible for obtaining and providing contingency/channel mission number information to the CMOS/GATES operators. This will facilitate the building of Deployment Parameter information within CMOS/GATES to accurately achieve ITV.

A3.3. Airlift mission numbers are formatted using a string of 12 characters (Ex: XMWF180QG095). Characters within mission numbers identify various pieces of information the mission. For contingency/ exercise and/or channel airlift missions (inbound/outbound), the following information is provided:

A3.3.1. The 1st character of an airlift mission number identifies the agency/base providing the aircraft (i.e., who is operating the mission).

A - 21 AF C-5, C-141, C-17 Units

G - AMC C-130 (21 AF)

C - PACAF KC-135 (18WG)

J - Air National Guard (TWCF)

X - AFRC (TWCF)

H - AMC C-130 (15 AF)

P - 15 AF C-5, C-141, C-17 Units

8 - AMC KC-135

S - USSOUTHCOM

T - Civil Carriers Operating in Pacific Region

U - USAFE (TWCF)

V - Air National Guard (Over fly)-(TWCF)

A3.3.2. The 2nd character of a mission number identifies the type of mission being flown (i.e. exercise, contingency, channel (OPLAN) airlift missions).

M - Onload to offload - used to identify outbound airlift missions departing the installation with deploying passengers/cargo.

P - Aerial Refueling - used primarily CONUS/OCONUS for air refueling missions only, no deploying passengers/cargo associated.

J - Positioning to onload - used to identify inbound missions arriving at the installation to pick-up deploying passengers/cargo.

V - Depositioning from offload - used to identify aircraft that have completed their assigned mission and are returning (terminating) to home station.

A3.4. **Special Instructions** : Specific instructions to mission identifiers will appear in the implementing directive published by the agency in charge of the operation being prosecuted. Normally, complete missions will be scheduled by the AMC ADANS and pushed directly to the AMC C^2 systems (GDSS & C^2IPS) for execution.

A3.4.1. Fourth through ninth characters are assigned by criteria established by the operation planner.

A3.4.2. Tenth through twelfth characters are the Julian calendar date of the airlift mission segment.

A3.5. No airlift missions using these characters as a prefix will be entered into AMC C^2 systems without first coordinating the use of these characters with HQ AMC TACC/XOP. Improper character usage will negatively impact the automated interface with JOPES.

A3.6. Unit CMOS/GATES operators are instructed to use and input the valid outbound airlift mission number only (normally identified with the character "M" in the second position of the airlift mission number), as part of their Deployment Parameter, exactly as identified in the AMC C^2 systems (GDSS and C^2IPS). Changing the Julian date or any other character of the airlift mission number will result in loss of accurate ITV within GTN, GDSS and C^2IPS and externally, JOPES.

A3.7. CMOS/GATES operators must obtain, identify and input the outbound airlift mission number into CMOS/GATES when building their Deployment Parameters. Failure to do so will result of loss of ITV in GTN, GDSS C^2IPS and JOPES. Operators are also instructed to input the outbound airlift mission number as reflected in the AMC C^2 systems and not change any part of the established airlift mission number (i.e., Julian date, etc). Airlift mission numbers are assigned to specific aircraft supporting contingency/ channel operations and must maintain integrity throughout the mission, beginning to end. CMOS/GATES operators should never use the inbound mission number when building their Deployment Parameters in CMOS/GATES.

A3.8. Unit-level manifesting personnel must obtain the outbound mission number using GTN, GDSS or C^2IPS. If further assistance is required, contact USTRANSCOM directly at DSN 779-2552 (1100Z-0330Z) for valid outbound airlift mission number assignment.